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OUR COVER: The Bonneville had its best vintage between 1968 and 1970. Jump to page 86 to learn why from our classic expert, Ian Falloon. Photo: Ellen Dewar.



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EDLINE

Inlandia

It won't matter which of this publishing company's three magazines you buy in the coming months, you'll be reading a lot more about the New England high country. *Australian Motorcycle News* (AMCN), *Australasian Dirt Bike* (ADB) and good ol' MT are all involved in a project to get riders to seriously consider the New England high country as a potential travel destination.

ADB is going to explore the bushranger backroads, visiting remote hideouts and the scenes of the regular Cobb and Co coach robberies. With the help of Dualsport Australia, the result will be maps and route notes you can follow to recreate the journey.

AMCN is going to focus on the excellent rider roads in the district which have more twists than a *Game of Thrones* plot. If you glance up from the road occasionally, you'll see the spectacular waterfalls and epic scenery well known to locals but apparently out of the mind of the thousands of riders who regularly pass through the area without stopping.

MT put its hand up for the luxury touring alternative, which explores the first-class accommodation and fine dining in the area along with an examination of the area's fine arts.

There's a certain irony in this. I lived in the area's capital, Armidale, for three years as a kid and later for two years as a student at the town's university. MT columnist, John Rooth, was there at the same time and I took advantage of him one hung-over morning to buy his Norton Commando for \$450. I've still got it and he still wants it back.

Neither of us were household names in the fine art fraternity. In fact, every time I hear the expression, 'known to the police' in media reports, my thoughts drift back to Armidale.



Fine dining was also a foreign concept. Around 20 of us did a nine-location pub crawl one night finishing up at the newly opened KFC outlet where our designated leader ordered 20 cups of gravy which we were required to scull. I was half way through my cup with the coppers arrived.

The closest we ever came to fine dining was the 'cook your own steak' night at the New England Hotel. The salad bar was free and, with the appetite of large young men, I can't see how they ever made any money out of it.

So here we are, many years later, cruising back into the region thinly disguised as culture vultures. We'll be staying at Peterson's Guest House rather than sleeping by the river out at Blue Holes and we'll be served dinner rather than having to cook it ourselves.

Researching the trip has reminded me that there's a whole lot more to NSW than the bridge and the Opera House. We'll be spending our time in the high country but there are other parts of inland NSW worthy of greater attention. I plead guilty to having become city-centric but it never diminishes the pleasure I always get from riding in the bush. If you're in the New England region in the near future, keep your eye out for us. I'll be the one wearing the top hat.

— Grant Roff,
Editor



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Motorcycle thefts on the rise



The National Motor Vehicle Theft Reduction Council is calling for greater vigilance of motorcycle security amid a rise in motorcycle thefts, with more than 8000 bikes stolen annually. Alarming, two in three motorcycles are stolen from the home.

Thefts are also occurring on the street, in residential apartment car parks, business building car parks and commercial car parks.

A common trend is for offenders to use a van or a sedan with a trailer attached where they drive up to the motorcycle and put it in the van or trailer and drive off negating most common security measures.

Making up over half of all thefts, the top targeted makes are Honda, Yamaha, Suzuki, Kawasaki and KTM. Newer models are more often the target of theft

with one in four stolen less than four years old.

Sales of road bikes have been steadily increasing over the past five years, where sales of scooters and off-road bikes have fallen. Despite this, however, scooters make up the highest proportion of thefts, followed by dirt bikes.

Motorcycles with an engine capacity of 50cc or less (such as scooters and

mini bikes) are the top theft targets, closely followed by those with a capacity between 200 and 250cc.

Motorcycles are particularly difficult to protect due to their ease of portability, the high demand for parts and poor identification. As a result, motorcycle thefts now amount to one in six of all stolen vehicles. Less than half of these bikes will be recovered.

Off-road bikes comprise more than half of all motorcycle sales, and less than half of them are registered. This makes theft of dirt bikes particularly problematic as they are not affected by the registration inspection practices that have been developed for registered vehicles.

SAFETY TIPS

IN COLLABORATION WITH POLICE, THE NATIONAL MOTOR VEHICLE THEFT REDUCTION COUNCIL RECOMMENDS THESE SAFETY TIPS:

PARK WISELY

- When commuting, park in well-lit areas and use designated motorcycle parking areas and anchorage points where possible
- When at home, try to park behind lockable gates or

in a locked garage and secure your bike by locking it to an immovable object or anchorage

- Use a motorcycle cover to conceal your bike – few will risk blind theft

SECURE YOUR BIKE

- Ensure your motorcycle is insured
- Always secure your motorcycle using the steering lock. Also use a manual locking device such as a disc lock, U-Lock or chain and padlock. A high-

tensile chain and matching security lock through the rear wheel or frame of the bike and secured to railings or a convenient lamp post is a good deterrent

- Invest in a good alarm to go with your lock – don't let your bike go quietly
- Consider installing an engine immobiliser to ensure the bike cannot be ridden away
- Be sure to record the bike's VIN – a 17-digit number that uniquely identifies that bike – so that if your bike

is stolen you can report it to the police. Doing so will increase the chances of your motorcycle being recovered

PURCHASE SMARTLY

- Consider security features when purchasing your motorcycle
- If buying privately conduct a Personal Property Securities Register (PPSR) check to ensure the vehicle is not under finance, or listed as stolen or written-off. Go to www.ppsr.gov.au for more information

Superbike theme for Bonanza 2016

The 2016 edition of the Penrite Oil Broadford Bike Bonanza will celebrate Superbikes from 1973, following from this year's tribute to 50 years of motorcycle racing at Bathurst.

Motorcycling Australia president Braxton Laine says next year's theme requires special acknowledgement from the nation's motorcycling community.

"The Superbike category began in Australia with the Chesterfield Series, and grew exponentially from there," Laine says.

"The vast majority of the machinery in this class was home-spun, and both Australia and New Zealand can take credit for developing motorcycles that were capable of holding their own anywhere in the world.

"We also saw a new generation of top riders, such as Rob Phillis, Malcolm Campbell, Andrew Johnson, Dennis Neill and many others who adapted to these big, noisy machines. Many of these seminal Superbikes are still around, and we know already that we will have some very famous bikes at Broadford next year."

In addition, the popular Speedway Spectacular on Saturday will be broadened to include iconic dirt track machines and riders, with event organiser Peter Drakeford increasing emphasis on US-style flat-track



bikes such as the iconic Harley-Davidson XR750 at the event.

A separate theme for the motocross section of the program will be announced in the coming weeks, along with other improvements to last year's running of the event.

"There's some brilliant

terrain in and around the complex that's perfect for the older bikes, and we'll be expanding on that in 2016."

The 2016 Penrite Oil Broadford Bike Bonanza will take place at Victoria's State Motorcycling Complex on Easter Saturday and Sunday, March 26th and 27th.

Ninja H2R recall

Kawasaki has recalled its all-new 326hp supercharged Ninja H2R superbike after it was discovered the bike's wiring loom can become trapped between frame components. In some cases, this can result in the wiring insulation

wearing through to expose the live wiring.

Just 20 examples of the \$60,000 track-only bike have been sold in Australia since its April release. The road-registered Ninja H2 (\$33,000) is not affected by the recall.



Yamaha ups the MT-07 ante

Yamaha has launched a full-powered version of its popular LAMS-approved MT-07 naked bike while also fitting ABS as standard to the existing learner model.

Powered by a 689cc parallel twin with DOHC and a 270-degree 'Crossplane' crank layout, the MT-07HO, or High

Output, produces 55kW at 9000rpm and 68Nm at 6500rpm. By comparison, the Australian-specific LAMS-approved 655cc model makes 38kW at 8000rpm and 57.5Nm at 4000rpm.

Priced from \$9999 (plus on-road costs), the MT-07HO is now in showrooms and in

'Race Blu' livery only. ABS brakes remain an omission, however.

The existing LAMS-approved MT-07, meanwhile, now comes standard with ABS as well as a new 'Extreme Yellow' paint scheme to replace 'Lava Red'. The MT-07 LAMS retails for \$9599 (plus on-road costs).

MT-03 LIKELY

As Yamaha's all-new 320cc YZF-R3 sportsbike hits the streets, Yamaha Indonesia has released the MT-25, a naked version of the 250cc YZF-R25. This bike eventually became the 320cc YZF-R3 for Europe, the US and Australasian markets. Yamaha Indonesia's release of the MT-25 points to a strong likelihood that an MT-03 will follow for the same markets as the YZF-R3. The move to go naked makes sense for Yamaha as it competes with Kawasaki's Ninja 300 and its naked Z300 sibling, Honda's faired CBR300R and naked CB300F as well as the KTM RC390 and 390 Duke.



MT-07HO

MT-07 LAMS



GOTCHA! Yamaha tests MT-07 Tracer

Sparked by the sales success of its MT-07 and MT-09 family, Yamaha appears to be well underway in developing an MT-07-based Tracer sports touring model.

These spy photos from Italy clearly show a parallel twin-cylinder MT-07 fitted with a nose fairing, high screen, panniers and a larger seat. It also appears to be fitted with a new swingarm, with the raw aluminium finish suggesting it's a prototype part designed to raise the rear end and perhaps increase the wheelbase.

The test mule also features new side panels covering the radiator edges, along with a fixed half-fairing. The handlebar is higher and the headlights look to be tucked into the fairing. The pillion seat is longer and wider than the standard MT-07 and the pegs are lower.

The bike shares its tail-light with the MT-09, and given the modular approach of the MT range, Yamaha is likely to share as many parts as it can between the models to keep costs down.



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Adelaide launches community workshop



Garage (Sydney) and Spadille in Perth where anybody can build the bike of their dreams using the tools, workspace and in-house experts of the facility.

Current proprietors of

Greaser's motorcycle workshop Gerrard and Josephine say they have seen a dramatic increase in bike owners coming to them for a better understanding of motorcycle maintenance that they were struggling to keep up with demand.

They have therefore kick-started a crowd-funding campaign to generate a cash-injection to set up a new inner-city DIY garage.

Similar to their interstate

counterparts, the Greaser's business model includes an annual membership allowing members access to garage space and tools to work on their own motorcycles, with the aid of training classes. In addition, there are plans for regular events, organised rides and a rockabilly themed eatery.

"We've been hatching a plan to create an inner-city hub and community for Adelaide's motorcycle lovers for a while now," Gerrard explains. "By partnering with other business and individuals we're hoping to build our collective expertise to help each other out and have lots of fun while doing it."

To pledge your support, go to www.Pozible.com/project/197075 or visit <http://GreasersAdelaide.com>

Adelaide will join Brisbane, Melbourne, Perth and Sydney as Australia's fifth community DIY motorcycle workshop if it reaches its \$30,000 crowd-funded target by August 28.

Currently operating as a motorcycle service business in the city's inner south, Greaser's is hot on the heels of Brisbane's Moto Arcade (as reported in MT last month), behind the Kustom Kommune in Melbourne, Rising Sun

Ride with Burke & Wills

The Australian company behind the BMW GS and TS Safaris is inviting all two-wheeled explorers and history buffs on an adventure ride to follow the footsteps of Burke and Wills.

The 10-day ride kicks off on August 20 and covers a similar 3600-kilometre route as the iconic explorers from Melbourne

to the Gulf of Carpentaria.

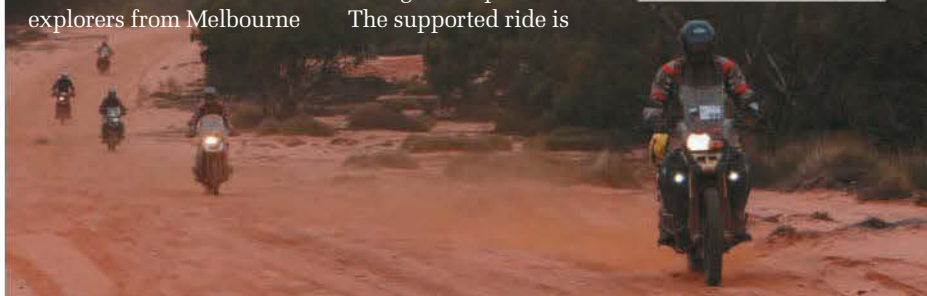
While history shows the expedition ended in disaster, the explorers did successfully complete the journey north.

The story of their six-month trip will be re-told throughout the ride with a nightly narration delving into the history of the original expedition.

The supported ride is

open to all adventure and enduro motorcycles with an all-inclusive price covering meals, medical support with a bike-mounted paramedic, detailed route information as well as camping and motel accommodation.

For further details, visit www.Maschine.com.au



NEWS BRIEFS

GSX-R BARGAINS

Suzuki is celebrating 30 years of the GSX-R by slashing the prices of the sportsbike range for savings of more than \$2500. Available for a limited time, the GSX-R600 has a ride-away price of \$12,490 (normally \$14,990 plus on-road costs), the GSX-R750 for \$13,990 or a GSX-R1000 for \$15,990 (RRP \$15,990 and \$18,490 respectively). The GSX1300R Hayabusa is also in the mix with a rideaway price of \$18,290 (RRP \$19,290). Visit www.SuzukiMotorcycles.com.au



SCOUT WINNER

Phillip Mills from South Australia has won our recent Indian Scout giveaway.

The competition received more than 10,000 entries, but Mills deserves the win: he's a regular volunteer at Speedway as a medic. Mills (pictured, right) claims there's an unexpected bonus to the win. "Old friends I haven't seen for years are coming out of the woodwork wanting a ride," he said.

NEW KID ON THE BLOCK

Lowry Australia has announced its YCF 50A has been approved by Motorcycling Australia for competition use in the 50cc Demo Class nationally. The YCF 50A is a fully automatic 50cc four-stroke with an electric start. It has a 550mm seat height and is one of the lightest bikes in its class at 42kg. With a ride-away price of \$1590, the bike is available from any of the 19-strong YCF national dealerships.

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Above: The private collection of Speedway legend Billy Lamont, the man they dubbed the 'human cyclone'.

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Moto Guzzi bagger beckons

Moto Guzzi is set to join the bagger cruiser craze with a production version of its blacked-out MGX-21 concept that debuted at last year's EICMA show in Milan, Italy.

The MGX-21, which stands for Moto Guzzi eXperimental and 21 denoting the diameter of its front wheel, is

understood to go into production with very few changes from concept guise. The latter bike (pictured) features an imposed matte-black look, carbon bodywork and solid wheels, although the production version is expected to be more traditionally chrome-laden, albeit retaining the concept's overall shape.

The 21-inch front wheel will also remain along with the low-slung rear-end, hidden by

aerodynamically shaped hard panniers.

Rumours have also been circulating about a new range of 900cc Moto Guzzi models which, if true, will most likely be the replacement for the V7's small-block 744cc 90-degree V-twin.

Moto Guzzi has often expressed its desire to target the US market which it once dominated in the 1960s, so it will be no surprise if the engine appears in a smaller cruiser-style bike, along the lines of Harley-Davidson's small Sportster range. There is also talk of the Italian brand developing a rival to Ducati's Scrambler, which would be another strong contender for a new 900cc engine.



Try before you buy at Mega Demo Day

Father and son team behind this year's Australian Enduro-X Championships, Colin and Dave Robbins of RBP Promotions, are offering dirt-bike riders the rare chance to test ride and compare 25 new models on a purpose-built enduro loop.

Dirt Bike Demo Days

will be held at Calder Park Raceway, in outer Melbourne, on Sunday July 19 and is a true opportunity to try before you buy to test a variety of new models back-to-back on a 15-minute loop. Bikes available include those from Beta, Husqvarna, KTM, Sherco, Suzuki

and Yamaha as well as expert advice will also be on hand.

Motorcycling Australia licences available on the day. Admission to the event is \$100 (plus MA licence fee if required). For further information head to www.DirtBikeDemoDays.com.au



NEWS BRIEFS

CAFÉ POWER

Hugh Robinson from Robinson Precision Engineering in Bathurst, NSW, has questioned why the modern breed of café racers seem to stick to either stock or near-stock engines. "Running radical valvetrains, reshaping combustion chambers, almost doubling the displacement of the engine and using performance carburettors or custom fuel-injection installations are some of the ways RPE employs to more than double the power of popular café racer engines," he says. RPE does all the engine machining, development and dyno-testing in-house so if you fancy a 1200cc Honda CB750, RPE is only a phone call away on (02) 6332 2233 or visit RobinsonToolMakers.com.au

ALL AMERICAN VICTORY & INDIAN

All American Motorcycles, in Ringwood, Victoria, has become the latest addition to Polaris' growing network of Victory and Indian dealers. Run by industry legend, Rick Thomas, AAM offers a full service including dyno tuning, parts and apparel on site and a revolving fleet of test bikes. Visit www.AllAmericanMotorcycles.com.au

TAS TRANSPORT

Motorcycle transport in Tasmania has a new payer with Moto Trans Tasmania now offering specialist motorcycle transport in the state as well as nationally. As well as conventional transport services MTT offers a 'Ride Tassie' package for time-poor travellers. MTT will freight your bike to from anywhere in Australia to either Launceston or Devonport, pick you up from the airport when you fly in and take you to your waiting motorcycle. When you've finished your holiday, drop the bike back and MTT will return you to the airport before freighting the bike back to you. Visit www.MotoTrans.net.au




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WORDS: SIMON TELFORD PHOTOS: BEN GALLI & CHRIS DOBIE

THE BOLT REPORT

As the Bolt C-Spec is largely a styling exercise, we found a style god from the muscle car scene, **Simon Telford**, to cast his critical eye over it





Can a bike with a 32-degree fork rake qualify as a café racer?

Any discussion of the Yamaha Bolt C-Spec quickly turns into a definition debate. The regular Bolt is easy to understand – no one disputes it's a direct competitor for Harley's Iron 883, aping the American's style and specs, while beating it up on price, power, weight and handling.

However, the 'C' in C-Spec stands for 'café' and this is where everyone gets their silk scarves in a knot. To turn its best-selling bobber into a café racer, Yamaha has done what thousands of backyard spanner jockeys have done to countless bikes: fit clip-ons and rearsets, transforming the riding position from relaxed to attack. The C-Spec also scores a removable seat cowl, sportier rubber, piggyback shocks, trad-style fork boots, instruments relocated to the top of the triple clamp and 'factory custom' paint.

The concept isn't a million miles away from Harley's celebrated Sportster-based

XLCR 1000 café racer of the '70s, yet the very existence of the C-Spec has generated countless pages of internet debate.

Some pillory Yamaha for trying to cash in on the café racer craze or see it as a sign that the movement has jumped the shark. Others think it's simply erroneous that a bike with such a degree of rake is dubbed a café racer. More level heads acknowledge that there is a market for ready-made café-style bikes, one that the C-Spec could fit quite nicely into, positioned between the slightly more-expensive efforts by Triumph and Moto Guzzi and the much-cheaper (and slower) Royal Enfield Continental GT.

I've spent some time with the C-Spec and can confirm that it suits its purpose well. With a nice, low seat, relaxed riding position and a flexible, air-cooled, 942cc V-twin, the regular Bolt is great for commuting, without being, well, a boring commuter bike. The Bolt is light,



Footpegs have been moved, but not in a way Telf likes.

the engine is torquey and it stops and handles like a champ.

The footpegs will grind without too much effort but then, the Bolt isn't aimed at would-be Cam Donalds.

Now, I must confess to an affection for metric cruisers and Yamaha's early-'80s, shaft-drive, monoshock XV750 is my particular guilty pleasure.

As a kid, I liked them precisely because they weren't cool. I couldn't relate to the people I saw riding Harley-Davidsons, but enjoyed the thought of riding a bike everyone else hated.

So it's with some satisfaction that I've watched some really nice XV750-based customs being built in the last few years, such as the one Greg Hageman built for Discovery Channel's *Café Racer* TV show.

I don't have the time or talent to build one of my own, so could the Bolt C-Spec satisfy my long-repressed desire for a Yamaha V-twin?

ACID TEST

Jumping on the C-Spec, the riding position is instantly more aggressive than a standard Bolt, though the reach forward to the clip-ons isn't extreme. The seat is about three inches taller than the standard model, but still low

overall. This runs us straight into my first and most-serious reservation with the C-Spec.

The clip-ons are fine – though tiring in bumper-to-bumper traffic, but the 'pegs, which are not only further back and higher up the frame but also wider, seem to be located exactly where I don't want them to be.

“The riding position is instantly more aggressive than a standard Bolt, though the reach forward to the clip-ons isn't extreme”





The C-Spec has many nice styling touches. The digital speedo might not please the traditionalists but gets all the necessary information in one instrument.

They still scrape in corners with an aggressive rider on board, but they just don't suit my frame. The standard Bolt is perfect for frigging around in traffic and completely at ease in low-speed parking situations, but the C-Spec left me feeling gummy-footed.

Out on a twisty road, it's another story, although my right knee makes contact with the plastic air filter cover, rather than gripping the tank. Air pressure at speed reduces the weight on the wrists and the C-Spec comes into its own as a narrow, agile bike, with enough grunt to pull away from the lights and to overtake without effort at highway speeds. It's no rocketship, but the clutch is light, the gearbox is precise and the whole package is basically vice-free.

The elephant in the room is the Euro-only XV950 Racer variant. The XV950 is similar in concept to the C-Spec, but has



SPEX

YAMAHA BOLT C-SPEC

ENGINE:

TYPE: Air-cooled, SOHC, four valves per cylinder, V-twin

CAPACITY: 942cc

BORE X STROKE: 85 x 83mm

COMPRESSION RATIO: 9.0:1

FUEL SYSTEM: EFI

TRANSMISSION:

TYPE: Five-speed constant-mesh

FINAL DRIVE: Belt

CHASSIS & RUNNING GEAR:

FRAME: Double-cradle with engine as stressed member

FRONT SUSPENSION: 41mm telescopic fork, 119mm travel

REAR SUSPENSION: Twin spring/damper units, 71mm travel

FRONT BRAKE: 298mm disc with single-piston caliper

REAR BRAKE: 298mm disc with single-piston caliper

WHEELS & TYRES:

WHEELS: 2.5 x 19-inch (f), 3.5 x 16-inch (r), multi-spoke alloy

TYRES: 100/90 B19 (f), 150/80 B16 (r), Michelin Commander II

DIMENSIONS & CAPACITIES:

WEIGHT: 251kg (wet)

SEAT HEIGHT: 765mm

WHEELBASE: 1570mm

FUEL CAPACITY: 12L

PERFORMANCE:

POWER: 38kW (53hp) at 5500rpm

TORQUE: 79.5Nm at 3000rpm

OTHER STUFF:

PRICE: From \$12,499 (plus on-road costs)

WARRANTY: Five years, unlimited km

BIKE SUPPLIED BY: Yamaha
www.Yamaha-Motor.com.au

THUMBS UP

- Torque delivery
- Everyday usability
- Blank-canvas potential

THUMBS DOWN

- Footpeg position
- Not quite as cool as the XV950 Racer



“I couldn’t relate to the people I saw riding Harleys, but enjoyed the thought of riding a bike everyone else hated”

a higher seat, revised hand controls and a few cool styling additions, including an XLCR 1000-style headlight eyebrow. Inspired by German custom bike builder Marcus Walz’s ‘El Raton Asesino’ XV950, created for Yamaha’s Yard Built program, the Racer is a good-looking thing and probably closer than the C-Spec to the money style-wise.

Which brings us back to that ‘definition’ debate. Hard-core café builders with grease in their Cornflakes and such will argue that a café racer is by its very nature something that is built by a person, not a corporation, taking the raw material the factory bequeathed them, stripping off the fat and creating something fast and fun that suits the individual.

I’ve got some sympathy for that point of view, though by no means do I think that manufacturers should stop building café-style bikes. It’s just that none of the ones

currently on offer suit me just so, though the Guzzi V7 is probably closest. Instead, my preference would be to eschew the likes of the C-Spec in favour of its base-model brethren and put the ‘pegs, ‘bars, mirrors and pipes exactly where I want them.

And if it takes models like the C-Spec and the XV950 Racer to get me thinking about that seriously, then Yamaha has more than done its job. And truth be told, I’d rather build a scrambler out of my Bolt than a café racer, using Hageman Cycles bits to fit a bench-style seat to the thing and go from there.

Of course, that would take me straight into Ducati Scrambler territory, with more muscle for less money than it would take me to build my Bolt. In truth, the Bolt would look better and I’d be the only one on my block to have one. Which is, pretty much the point of having a custom motorcyle, yeah? ■



ROAD TEST

SUZUKI BOULEVARD C50T

CHRIS HARRIS

BULK BARGAIN

Suzuki strips back its mid-size Boulevard into a classic cruiser, but it's still a big bike with big presence and even bigger value

Meeet the most affordable big cruiser your money can buy you. At eleven grand, it's almost a third of the price of a Harley-Davidson Softail Deluxe. But is the conceptually similar Harley, at almost 30 grand, three times the bike? That's your call.

The Suzuki Boulevard C50T ticks a lot of boxes for the price-conscious cruiser buyer: it's big, it's capable, comfortable, and it has all the classic cruiser hallmarks. Imposing presence? Tick. A muscular V-twin? Tick. Liberal lashings of chrome? Wire-spoked wheels and gangster whitewalls? Footboards? Tick. Tick. Tick. A low, plush seat and pullback 'bars for relaxed day-long comfort? It's all there.

The Boulevard name graces the tank of five models in Suzuki's six-strong cruiser line-up, and the C50T is no longer the smallest of the bunch now that the S40 Savage is back from the dead with a new name.

BEEF STRIPS

The 'C50T' nomenclature denotes Classic, 50 cubic inches (or 805cc) and Touring, the latter

of which used to be a fitting description when it actually was a tourer. But Suzuki has this year butched up the bike by stripping its distance-devouring demeanour to create a big, trad-style cruiser.

With items such as the windscreen, pillion backrest and saddlebags relegated to the accessories book, this pared-back C50T has a purer, more imposing presence for the urban sprawl. It also allows you to better take in the bike's features including the deep, Indian Chief-like front guard, two-tone paint, massive chrome headlight, staggered slash-cut exhausts and studded seats.


Suzuki has also slashed the bike's price by \$2000 to \$10,990 (plus on-road costs), which leaves you with enough spending money if you want to turn it into a tourer as you see fit.

The revised price also makes it the most affordable offering in the mid-size cruiser category, which includes the likes of the Honda Shadow VT750 Classic (\$11,749), Yamaha Bolt (\$11,999), Kawasaki Vulcan 900 Classic (\$12,499), Triumph America (\$13,490) and Harley-Davidson Iron 883 (\$14,995).

WORDS: CHRIS HARRIS PHOTOS: CHRIS NICHOLLS





A side-profile photograph of a rider on a Suzuki Boulevard C50T motorcycle. The rider is wearing a white helmet, a black leather jacket, dark jeans, and brown boots. The motorcycle is dark-colored with chrome accents, including the engine, exhaust pipes, and wheels. It is moving along a paved road with a sandy beach and the ocean in the background. The text "Comfort remains central to the bike's core despite the removal of the windshield" is overlaid in a black box with white text in the upper right corner.

“Comfort remains central to the bike’s core despite the removal of the windshield”

GRACE AND PACE

Powering the shaft-driven C50T is a familiar 805cc, 45-degree V-twin with SOHC, four-valves-per cylinder and painstakingly integrated liquid cooling. Suzuki says there are brains behind the brawn of the big lump with throttle position sensors, dual-throttle valves for better breathing and offset crank pins for a balanced firing order. For us, that means a relaxed engine with a smooth and

Shaft drive helps keep things looking and staying clean.

predictable power delivery regardless of engine temperature and a healthy serving of low- and mid-range pull to propel the 277-kilogram machine with convincing gusto. Suzuki doesn’t quote outputs, but the engine is understood to produce around 45hp and 62Nm at 4000rpm, which feels about right by the seat of the pants. If only there was a beefier sound to complement the deep, but muted, engine burble.

Open country backroads by day and outer-metro areas by night are the Boulevard’s forte where man and machine are happiest purring along a tad below 100 clicks without fighting the wind. The clutch is reasonably light, the combined toe and heel gearshifter is smooth and precise, and the five-speeder’s ratios are widely spaced with fifth very much an overdrive. Knock it back a cog if you want to drop the hammer for an overtake, which it does with pleasing conviction.

Comfort remains central to the bike’s core despite the removal of the windshield (two options available at \$499 and \$561). The ergonomics will be bang-on for the vast majority of buyers, too, with a 700mm-low, wide and plush seat, long footboards with



SPEX

SUZUKI BOULEVARD C50T

ENGINE:

TYPE: Liquid-cooled, four-valve, DOHC, 45-degree V-twin
CAPACITY: 805cc
BORE & STROKE: 83mm x 74.4mm
COMPRESSION RATIO: 9.4:1
FUEL SYSTEM: EFI

TRANSMISSION:

TYPE: Five-speed, constant mesh
FINAL DRIVE: Shaft

CHASSIS & RUNNING GEAR:

FRAME: Tubular-steel space frame, rubber-mounted engine
FRONT SUSPENSION: 41mm Showa fork, non-adjustable, 140mm travel
REAR SUSPENSION: Showa monoshock, adjustable spring preload, 105mm travel
FRONT BRAKE: 300mm disc with twin-piston caliper
REAR BRAKE: 180mm drum

DIMENSIONS & CAPACITIES:

WET WEIGHT: 277kg
SEAT HEIGHT: 700mm
WHEELBASE: 1655mm
FUEL CAPACITY: 15.5 litres

WHEELS & TYRES:

WHEELS: Chrome multi spoke
TYRES: 130/90-16 (f), 170/80-15 (r), IRC Grand High Speed GS-23

PERFORMANCE:

POWER: 33kW (45hp) at 4000rpm
TORQUE: 62Nm at 4000rpm

OTHER STUFF:

PRICE: From \$10,995 (plus on-road costs)
WARRANTY: 24 months, unlimited kilometres
www.SuzukiMotorcycles.com.au

THUMBS UP

- Presence
- Comfort
- Value

THUMBS DOWN

- Fiddly ignition location
- Too quiet

Comfort is top-notch for the rider, not so much for the high-perched pillion without a backrest.

sensibly located forward controls and wide 'bars with a deep pullback.

Complementing this is a ride that's surprisingly plush, planted and well controlled at both ends to iron out bumpy roads and cushion impact from transmitting up your spine – no easy feat for a bike with forward controls. Thank the Showa 41mm forks with 140mm travel and rear monoshock with a modest 105mm travel and seven-position preload adjustment.

The bike rolls on IRC Grand High Speed GS-23 cruiser tyres with surefooted grip and sensible measurements: 130/90-16 up front and 170/80-15 at the rear. The OEM rubber does well to help halt the big bike – a job that's otherwise left to the non-ABS assisted, 300mm front disc with Tokico twin-piston caliper and 180mm rear drum. Dabbing the big, car-like rear brake pedal demonstrates some sponginess but, as with many cruisers, the front and rear set-up effectively halts momentum when used in tandem.

S'ALL GOOD

Cornering is about what you'd expect of a low cruiser, but its centre of gravity is nice and low and the slow-speed feet-up stuff through tight traffic is pretty good. Opinions were divided about the ignition located on the right-hand side of the steering head, however – great for cleanliness up top and easy to access, not





ROAD TEST

SUZUKI BOULEVARD C50T



so great when you're literally stabbing about in the dark.

Other niceties include clear and legible digital/analogue instrumentation that offers the convenience of a gear indicator and fuel gauge for the 15.5-litre tank and a subtle helmet lock. There's something pretty cool too about seeing the world go by via the contorted reflections of the big chrome headlight bucket.

The Boulevard C50T is a big bike with big presence. If you have a hankering for a neat, traditionally styled cruiser with a good amount of performance but understandably don't want to spend big, you won't be disappointed with the big-value C50T. Just make sure you stretch a little further and treat yourself to a pair of pipes. ■



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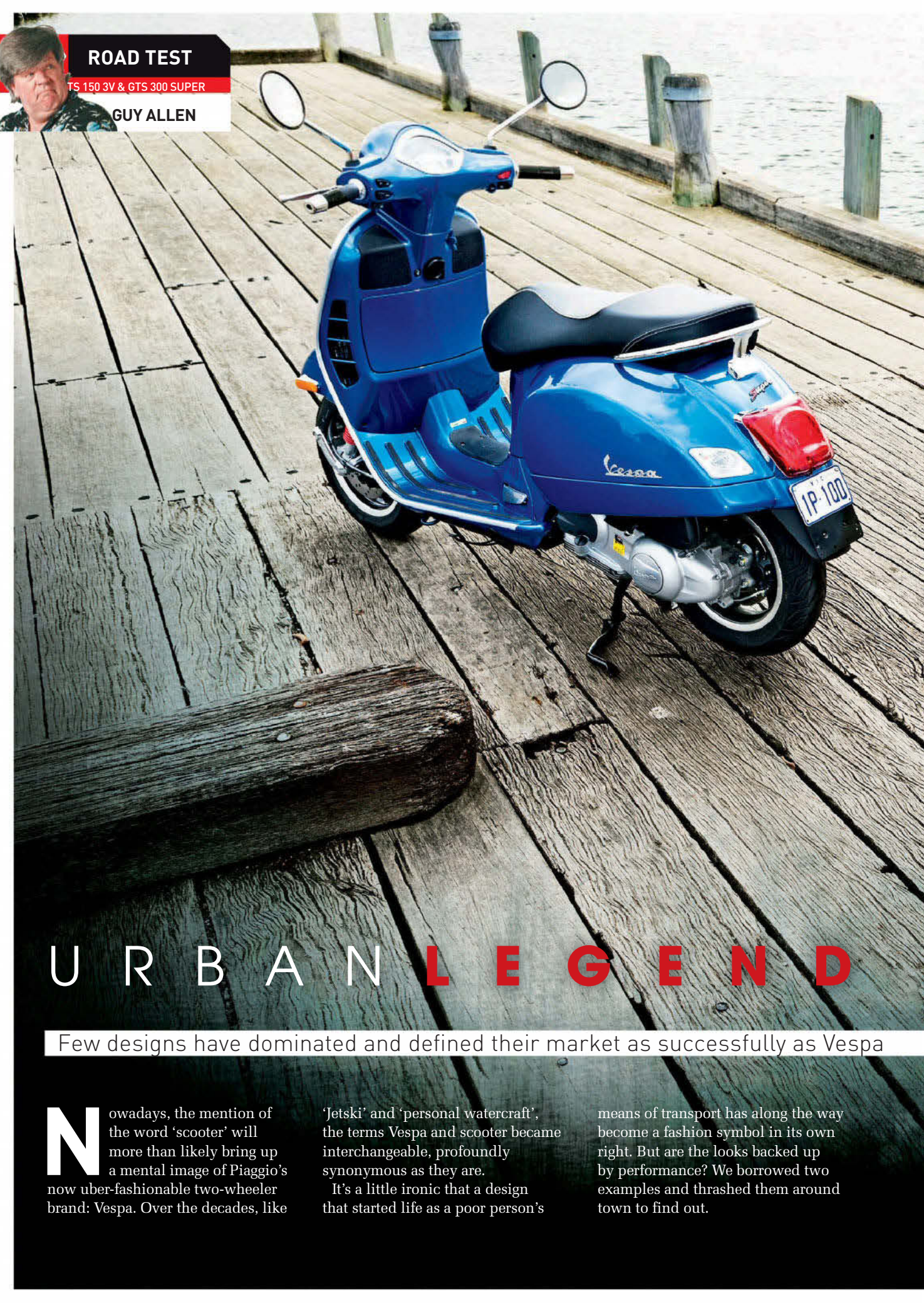
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ROAD TEST

TS 150 3V & GTS 300 SUPER

GUY ALLEN

U R B A N L E G E N D

Few designs have dominated and defined their market as successfully as Vespa

Nowadays, the mention of the word 'scooter' will more than likely bring up a mental image of Piaggio's now uber-fashionable two-wheeler brand: Vespa. Over the decades, like

'Jetski' and 'personal watercraft', the terms Vespa and scooter became interchangeable, profoundly synonymous as they are.

It's a little ironic that a design that started life as a poor person's

means of transport has along the way become a fashion symbol in its own right. But are the looks backed up by performance? We borrowed two examples and thrashed them around town to find out.



but **is there modern meat to their nostalgic sizzle?**

WORDS: GUY ALLEN PHOTOS: BEN GALLI

INSTANT FLEET

Our instant scooter fleet consisted of a GTS 150 3V and a GTS 300 Super, priced from \$6590 and \$9490 respectively (plus on-road costs).

Externally, they're more or less the

same bike, albeit with different size engines. The GTS 150 represents the 'big' option in that capacity class for Vespa – you can also get a slightly more compact Sprint using the same powerplant at the same price.

Really, the 150 is more in the capacity range of a traditional scooter and would seem more familiar to anyone who grew up with them during their previous boom period in the 1960s.

At 8.7kW (almost 12 horses), it's not



going to rip your arms out of their sockets, but the little three-valve, fuel-injected, four-stroke still does a pretty decent job.

It keeps up with urban traffic with no dramas and it will summon an indicated 110km/h (more like 100-105km/h) on the freeway. It's not at its best in that environment and I'd be looking for the bigger-engine options if long and regular freeway use was part of your picture.

On the other side of the ledger, good luck keeping up with one of these

things in heavy traffic. So long as you're prepared to use the narrow lines and unbelievably tight turning circle, these things are a genuine weapon in the peak-hour gridlock. If you're living in an inner-metro area and not using one to get to work, you're being the proverbial fool to yourself and a burden to others.

It's also a pretty comfortable place to be. The seat padding and suspension do a pretty decent job of coping with less-than-perfect surfaces. The 12-inch wheels feel the big bumps, but the

isolation is reasonably good and the suspension is able to keep the whole plot pretty stable.

Actually, stability is something of a virtue of this series. Anyone who rode the much-loved PX series from the 1980s and earlier will remember they're about as stable as a rat on speed. Not so the GTS. It feels pretty calm on the freeway while maintaining an impressive level of flickability through the traffic.

NO SURPRISES

The 150 proved about as benign as you could hope for. The braking is strong and predictable with nice feel through the levers. Power delivery starts gently and builds briskly, thanks in part to a well-sorted Continuously Variable Transmission, while the general control and seating set-up seems to suit a good range of people. The pillion seat is perhaps less ideal, thanks to the comparatively wide rear flanks of the machine, but is okay for short hops.

You quickly learn to appreciate the basics of the Vespa design such as the underseat storage bin (big enough for an open-face helmet), the glovebox in the front (accompanied by a useful shopping bag hook) and those big legshields. The latter are a godsend in crap weather.





Over time, you learn to appreciate the genius behind the basic architecture of a Vespa. The oddball rear-engine/transmission layout might have started out as a cheap and cheerful option, but the freedom it's allowed to build a truly comfortable and surprisingly practical machine is impressive.

THE BIG-BORE OPTION

You may have already noted my reservations about the 150 for extended freeway use. While it does short sections with no problems, longer runs into even a mild headwind will see you wishing for more grunt. Enter the King of Vespas: the 300 series. Here you get a heady 15.8kW (22 horses) in



ABOUT VESPA HOUSE

Vespa House is a landmark in the scooter history of Melbourne. It was opened as a scooter workshop in 1956 by an immigrant from Northern Italy by the name of Vittorio (Tony) Tonon. It has passed through three generations with Tony's son, Frank, and Frank's son, Dean, continuing the tradition by running the showroom.

Another Vespa House legend is Giovanni (Johnny) Scriba who started at Vespa House as a mechanic in 1960. In 1967, both he and Vespa House went part-time due to the slowing down of the scooter phenomenon. John originally worked at his cousin's workshop as an apprentice

mechanic in Italy when he decided to migrate at the age of 20. He arrived in 1959 and has chalked up 36 years as a Vespa House mechanic.

Vespa House, in its forty-plus years, has not only worked on Vespas but is proud that it serviced four times the number of Piaggio Vespas than Innocenti Lambrettas, Vespa's bitter rival in the early '60s.

The latest chapter in the Vespa House story has been the opening of its permanent showroom in February, 1996, manned by a third generation of Tonon blood - Dean and Jemahl.

Vespa House, located at 155-157 Johnston St, Collingwood, is always worth a visit.



ROAD TEST

VESPA GTS 150 3V & GTS 300 SUPER



Versatility is a Vespa hallmark with multiple storage options and clever solutions.



a four-valve, fuel-injected engine. With two variants on offer, you get ABS and traction control as part of the package. It's up for debate whether you need traction control on a 22hp machine (though a crappy day on slick roads may change your mind) but the ABS is a very welcome feature.

For me, the 300 answered all the nagging questions I had about the 150 and really transformed the whole experience.

On the freeway, you can pull an indicated 120km/h while a legal 100-110km/h is maintained without fuss. It feels more stable as well which can be explained in part by the 20mm longer wheelbase – a significant difference that helps to make prolonged highway speeds a more realistic prospect.

In fact, there is an additional refinement in the 300 chassis. The lower shock absorber pivot is now mounted on needle roller bearings which the company says reduces stiction in the suspension action. It's a fair claim and the front end feels nicely settled and more responsive to the road surface as a result. This change should make it onto the GTS 150 some time later this year.

Despite the extra performance, the 300 sips the juice at close to the same rate as the 150

when ridden at the same speeds, probably because it's not working quite as hard. In any case, you'll get around 4.35L/100km (23km/L) in the 300 and a little more in the 150. With a 9.5-litre tank on the 300 and 9.0L on the 150, that allows a pretty healthy range.

CONUNDRUM

For me, the 300 presented an interesting conundrum. Look at the near 50 per cent price jump and you suddenly find it very hard to justify the extra expense over the 150. After all, little brother does the urban warrior job very well with a fair bit of style.

However, get on the 300 and explore its performance and you'll find it very difficult to go back.

The bigger machine gets away from the lights very briskly and ahead of pretty much any tintop that isn't racing you.

Meanwhile, it's a much more reassuring experience on the freeway. In all, the extra horsepower greatly raises the grin factor and I suspect you'd be hard put to remember the price difference after a couple of years of ownership. That it also has the sophisticated safety net electronics onboard is a winner and worth much of the price difference. ■

SPEX

VESPA GTS 150 3V
SUPER/GTS 300 SUPER

ENGINE:

TYPE: Liquid-cooled, three/four-valves-per-cylinder, single
CAPACITY: 155/ 278cc
BORE & STROKE: 58 x 58.6/75 x 63mm
COMPRESSION RATIO: n/a
FUEL SYSTEM: EFI

TRANSMISSION:

TYPE: CVT
FINAL DRIVE: Toothed belt

CHASSIS & RUNNING GEAR:

FRAME TYPE: Tube/monocoque steel
FRONT SUSPENSION: Trailing arm, single sided
REAR SUSPENSION: Preload-adjustable twin shocks
FRONT BRAKE: 200/220mm disc
REAR BRAKE: Drum/220mm disc

DIMENSIONS & CAPACITIES:

WET WEIGHT: 140/156kg
SEAT HEIGHT: 800/790mm
WHEELBASE: 1350/1370mm
FUEL CAPACITY: 9.0/9.5L

WHEELS & TYRES:

FRONT: 120/70-12
REAR: 130/70-12

PERFORMANCE:

POWER: 8.7/15.8kW at 7500rpm
TORQUE: 12/22.3Nm at 5000rpm

OTHER STUFF:

PRICE: \$6590/\$9490 (plus on-road costs)
WARRANTY: 24 months, unlimited kilometres
www.Vespa.com.au

THUMBS UP

- Charm
- Versatility
- Brand cachet
- Refinement
- Standard equipment

THUMBS DOWN

- Pricy

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Need to get something off your chest?

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Letter of the issue

WHY I SUBSCRIBED

A little story on how I became a subscriber to MT.

I am 47 and have never held a licence for any type of car or bike. I sat my learners car licence and passed but what annoyed me was that I had to have a fully licenced driver next to me through the learning process.

Anyway, I'm a fitter and turner by trade and most of my workmates have motorcycles. As you'd know, most of our reading material in the toilets is motorcycle magazines.

One of my fellow tradesmen suggested I

ride a scooter as I could ride one on a car licence here in NZ. After looking around, I decided on a Suzuki UZ50. I loved riding it around but, after about nine months, I wanted to go further and faster so I decided to trade up to an AN125 scooter but, of course, I had to sit my learner bike licence.

After three weeks on the 125, I'd had enough and wanted more.

I still loved scooters, though, so I bought a 2014 Suzuki Burgman 650. What a machine – lots of technology and the old 'ton' easily.

Back to MT. I never read it as I thought it was just an advertising magazine. When there was nothing left in the shithouse, I picked a copy up and loved every page. I've dropped every other magazine and, for the first time in my life, I've subscribed. I'm yours for life!

Duncan Boyle,

dunky33@clear.net.nz

Go Duncan! We kill ourselves here every month to publish great stories but I suspect you're not the only



Thanks to our friends at Kenma, the writer of each month's best letter wins an emergency tubeless tyre repair kit valued at \$85.

one who didn't read us because they thought we were just a classified ad magazine. Feel free (all of you) to enlighten your comrades.

Regarding the Burgman, it will certainly do the old ton (100mph) and what's different about it from the bikes I started on, it will do it every day until eternity. If I got to 100mph on my early bikes, I'd spend six months telling everyone in the pub about it while it was being rebuilt for the next attempt. – Ed





a GS1000 and others that met my every need.

How is it, then, 20 years later, you can buy a Suzuki that has mirrors that are too short, a seat that is a plank and tyres that won't last 2000km?

In the short term, I'm using an Airhawk seat pad, am about to pop on a pair of Heidenau K60 Scouts and fit one-inch risers on the mirrors.

Yes, I know there's a price for everything on a new bike but longer mirror stems, a softer, wider seat and better tyres would cost two-tenths of sod all. Suzuki has been producing this bike for years – surely I'm not the first one to have noticed all this?

Andre Oosternroek,
onnieinlonnie@hotmail.com

We're with you at least on the seat, Andre. Comfy Seats in Victoria (acmseats.com.au) will give you a great seat for \$320 if you send them your original seat. Seat Concepts in Sydney (shop.adventuremoto.com.au) will send you a foam and seat cover kit for less if you'd prefer to do it yourself. Otherwise, as you've probably discovered, it's one of the great bikes of the 20th century.



DEAR JOHN LETTER

Hi Roothy. I really enjoyed your contribution on the subject of father/son playing about with old Matchy in #295.

It struck quite a chord as I have been trying to share my '52 Matchless G80 rebuild with my two boys aged 15 and 17 – not with the degree of co-operation you seemed to have with Tom but at least some interest has been shown at times.

Like you, I bought mine at the age of 15 with potato-picking money (\$100) and learned skills such as reboring, primary chain/genny chain clashes and keeping the engine bolts tightened.

It sat in a shed from 1977 until three years ago with I finally began to resurrect it. I'm so grateful to AMC Classic Spares as it has had pretty much all the bits I've needed so far.

You wrote yours was a 1950 model but it looks to me more like a '52 model with the magneto being in the front and with the

GB Burman box and all – mostly '52 innovations.

I don't mean to be a purist/wanker but I'm curious. I currently have my gearbox and engine plates in the vise and I was intrigued by your adjuster on the gearbox as well. Mine points to the rear horizontally whereas yours has found a different position. Interesting.

Anyway, you've inspired me to get the old girl thumping again and if I can get one of my boys to ride it, I'll send you a photo.

Richard Gielingh,
gielinghfamil@bigpond.com

Jeez, Richard, this has reminded me that I didn't allow space in this issue for Roothy's column! My bad. He's in deep far-north Queensland as I write but will be back in full flight in the next issue and I'm sure, if he can spell your last name, he'll be in touch to sort out the actual manufacture date of his bike. – Ed

SULKING ABOUT SUZUKI

I'm on the other side of 55 and have been lucky enough to have had more than my share of bikes (50-plus). Recently, I've had to change bikes due to what appears to be a fairly common complaint among us older blokes – lower back pain.

So it was out with the 300kg, sit-on-your-tailbone, feet out in front of you, 1600cc Kawasaki Vulcan Classic. It was a great bike but, even with a different seat, I couldn't ride it without pain. What replaced it you ask? I bought a Suzuki DR650.

I've always enjoyed mid-sized bikes (Morini 500, Yamaha XT500, Cagiva 600 W16 – to mention a few). I traded the Kawasaki in on it (first time for everything) and then put up 125km on the ride home.

I've had other Suzukis including a PE250, a GT750 Waterbottle,



The future on two wheels: BMW R100RS



TO SLEEP PERCHANCE TO DREAM

Heather Ellis' 'Sleeping on the job' (MT #295) reminded me of my own experience of micro sleeping on a bike.

It was 1986, returning from Sydney to Melbourne on my BMW R100RS on the Hume Highway. It was early afternoon and I'd been

riding for over an hour and a half on a beautiful, sunny, Autumn day. I was on the part just south of Gundagai which, in those days, was about the only bit of two-lane freeway on the Hume in NSW and normally safe for a speed in the 140-150km/h zone.

Just as I definitely

dropped off to sleep for a microsecond a couple of times, two figures jumped out on the road about 500 metres ahead. They waved me down and it turned out to be two young women with a flat tyre and an inability to undo the wheel nuts.

I chivalrously helped change the tyre while simultaneously realising that those women had probably just saved my life.

I chain-smoked for about 20 minutes and then soberly and carefully completed the journey home.

**Michael Evans,
East St Kilda, Vic**

BENCH PRESSING

Would it be possible to do a comparison test between popular motorcycle lift/hoists to weed out some of the noise on social media on what's good and what's not?

I'm in the market to buy one for home use only and am unsure of how much to invest. Some stories around are that a heavy bike on a fully raised lift has the potential to make the whole plot fall to the left or right. What about manual or hydraulic operation?

**Perry Tremewen,
Oakleigh, Vic**

We're on the case, Perry – watch this space. – Ed

SPYDER PHOBIA

A few months ago, a friend (Jerry) and I went for a day ride from Canberra to Sydney and back because I wanted to check out the Indian motorcycle store in Parramatta. The ride was great and we encountered all the expected weather from fog around Lake George to light rain in the Mittagong area.

We pulled into Pheasants Nest for fuel and something to eat. We think this is where we picked up our unwanted hitchhiker!

We rode into Parramatta and I was behind Jerry at a set of traffic lights. All of a sudden, Jerry started head-banging intensely and shaking his helmet all over creation. He opened his visor and a Huntsman spider, the size of a beer coaster, came crawling out over the top of his helmet and rested on his back.

I don't remember my exact words but I think it was something like, "Oh gosh!" I looked around to the car next to me and the driver was freaking out as well. I pulled up next to Jerry who was saying something like, "Where is the gosh-darn thing?"

I looked down to see the spider crawl down his jeans and then crawl up inside his leg. I apologised in advance and started punching his leg to knock the big fella out. It worked.

When we arrived to the Indian dealership and discussed the event, we came to the conclusion that the beast must have slipped into the helmet when Jerry had rested it on top of the fuel pump. Jerry and I now check the lining of our helmets before every ride but it's cool for me to now say I get to ride with Spiderman!

**Shane Singleton,
twilight@ozemail.com.au**



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Your Photos

This is your time to shine – send us a pic from your biking past and we'll make you a star



"A bit of a rebel, my mum was!" Kevin Mallett says of his mum and her Triumph scooter from the late 1950s. "My father, a mechanic and rode motorcycles of all varieties, tells me it's a Triumph Tigress." The photo was taken in Townsville outside Kevin's grandparents' house, which was destroyed when Cyclone Althea hit in December 1972. "My mum said she thoroughly enjoyed riding this bike that was capable of speeds in excess of 40mph. In those days helmets were not required!"



"After recently watching a wicked Speedway Sidecar Grand Slam series, I started to reminisce," Darren Morey says. "I also thought to myself, 'That's the only thing my favourite mag is missing – a bit more on the speedway scene!'" Here's an old pic of Darren riding an original MITCH with the old square glass. Brother Joel on the side. Cam Donald is a big speedway fan, Darren, so watch this space.



Jared Smith says his dad, Laurie, would get such a pleasant surprise if one of their photos were featured in MT – "he never misses an issue and keeps every copy in a secure cupboard and reads over them again and again". The younger, faster Jared enjoys the thrills of a brand new Yamaha MT-09 while older, wiser Laurie enjoys the versatility and long-haul comfort of a 2013 Suzuki V-Strom 650.



Here's Paul 'Boppa' McKean (right) and Dale Saunders (above) doing a bit of trick riding on Dale's 1977 Montesa Cota 247cc trials bike, in Hill Top, NSW, in 1980.



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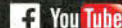


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SHOPPING AT UNCLE SAM'S

Forget the internet, you'll never really connect with a classic bike **if you have no connection to its original journey**

► WORDS: NICK M'GEE PHOTOS: MT FILE



If you happen to be mining for motorcycles made in the US then direct your focus to buying over there, not here. There, you'll find multiple examples of best-in-breed, saliva-generating two-wheeled gems, and the journey plays a huge part in the process.

Let's also be very clear with regards to British marques in the US: they're also readily on tap. Old Triumphs, BSAs... (insert your favoured breed) float on the digital sea foam.

If we consider the post-war Triumph twins, of which a staggering 70 per cent were sent to the US, then buying Stateside makes perfect sense.





The birth of the larger 650cc Triumph twin, for example, was squarely targeted at the longer-distance highwaymen of America.

There seem two possible trajectories for getting a motorcycle from the US back to your garage down here. Firstly: It's 3am, with limited waking hours left, you become unexpectedly inspired to shop online beyond our coastline. Blood charged, mouse tightly gripped, sporting only your jocks and a lager-stained chest, you

key stroke from eBay, to Craigslist and across the local car sales sites.

Instantly, not knowing it yourself, you've adopted the gait of a man without boundaries, a shopper who has let go of all budgetary limitations. All of a sudden, the game feels fresh again. You start to realise that the US has deep pools of classic motorcycles and amazing volumes. What you have suddenly found, dear readers, is America's best friend: choice.

Sooner or later, in an uncharacteristic

click, you buy – you panic. Indignant, a head full of promise now, “it was the bike I always had to have”, “the one I’ll never part with” the one that, well, you get my point. Let’s be honest now – in life things just look more enchanting the further away they are.

Secondly – and it's always a better story – you pack your bags, clear your schedule and head to the airport. You arrive on the other side with bed hair, jet lagged, confused and slowly you begin to navigate the back ways, byways through the west of the United States.

Then there's the clincher: getting it onto a large floating vessel and across the Pacific. For the sake of adventure, let's focus here on taking you through the US to buy the classic you hand-picked from so many worthy counterparts.

THE REAL MCCOY

Let's get real here. Being there, ploughing unknown highways to buy the bike of your exact requirements is where it's at. Old Skool with a 'K' all the way. There's no substitute for eyeballing the goods there and then.

Firstly, if you're going to travel there, it's going to cost you more.





“If you drive a long distance and you don’t have a pocket full of greenbacks then you’ve already lost buying power”

Unless you have a direct line on exactly to what, where and when you’re going to purchase it, you need to allow enough time and a comfortable stay over there. Sleeping in your car with Del Taco wrappers for a blanket will quickly tire. If you give yourself only a few days you’ll end up with a bike that’s seemingly perfect at the time but a gut-churning reality check once back home.

Yes, there’s a lot for sale in the classic arena in the US but the pioneer days of Californian discount nuggets are over. And we all lament the bottomless excess of the 1980s and ’90s. Buying a classic bike over there is more challenging now because we have to compete with everybody else in the world.

You’ll need to cover long distances. If you’re not up to ploughing north bound along the Interstate 101 without a cup to piss in then it’s not for you. Americans drive, walking is for the French after dark. If you are not a confident freeway jockey, retire from this folly now.

You also must accept that the market in the US is fast, oddly cash-based and Americans prefer to shake the buyer’s

hand. This may seem behind the times but I’m referring now to local, neighbourhood, old-style sales. Folks who’ve advertised something (not on eBay) at a genuine hard-to-beat price want to deal with you in person – not over the phone – and they want ‘dead presidents’ – cash.

More than I ever thought, if you drive

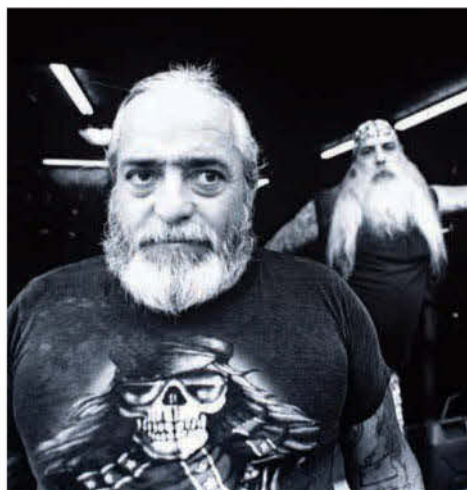
a long distance and you don’t have a pocket full of greenbacks then you’ve already lost buying power.

Here’s the next thing. Most of the better deals, sadly or otherwise, will be made via a middle-age man. These semi-greying Vikings were born without endless online distractions; their preference is meet ‘n’ greet.





You'll be dealing with men. Real men. Men who deal in cash and shake hands with an iron grip.



The demographic is B.C. – Before Computers – and the rewards for meeting and spending time with these characters can be absolutely life-enriching.

My most recent purchase was a blast. Charging through the Sierra Nevada on a hot lead in southern Arizona to meet a cat called Rowdy with a well-turned-out old Harley Panhead, was a rendezvous that was film-worthy.

You don't often get to sip beer out in the desert with a guy who spits out more stories than a Murdoch newspaper. Adorned with his Vietnam veteran's tour cap and biker gang garb, he reeled off some of the funniest two-wheeled anecdotes a man could happen upon. His history with the 1948 Panhead was documented along his workshop walls in a series of portraits of he and his dirty-looking biker buddies. Not the new unscratched Harley leather-embossed weekend warrior type but the kind of proper old-guard biker who was beaten half to death by his pals for the humble crime of

washing his dirty Levis. So let's face it, in these days of hiding behind our phones and technology, there's another way of navigating the world: by hoofing it about and actually shaking hands. If it worked for Jesus then it'll work for you, too.

The history wrapped up in these old bikes only really surfaces when you bother to ask what has unravelled over many decades in the seller's garage.

"The rewards for meeting and spending time with these characters can be absolutely life-enriching"

You buy old things because, well, they are old and have steeped themselves in the history of peoples' lives. Clicking the 'Commit to buy' button will not fill you with pride like the 'commit to another beer' button in the garage of a seasoned bike engineer, like my encounter with Rowdy.

No matter how many unspent machine gun rounds lay scattered

across his work benches, no matter how many of his pals had taken 'extended' 25-year holidays to unmentioned correctional camps, you'll never really connect with a classic bike if you have no connection to its original journey.

THE FACTS

Now let's wipe away the travel story mist and get pragmatic with the things you need to know.

In the US you need to walk away with the title, the pink, whatever you want to call it. Understand this, he who carries the title owns the bike. Do not underestimate this – proof of ownership in the US weighs very heavily on where that title is. Do not lose it. Do not smoke it. Do not play a last round of Five Stud for it.

A bill of sale may suffice depending on the state you purchase it in but leaving the water will almost always require a title. My advice, do not purchase unless you have a 'clear title in hand' as they say over there. No title no party.

You then need to carefully check



that the VIN code on the title matches that on the bike. Check carefully then check again. If you are going to handle all the shipping yourself then you need to quickly then obtain an Import Approval from the Australian government.

After that you'll need to pay customs duty, GST, customs and border protection quarantine clearance from the Department of Agriculture. Prior to this, ensure the bike is steam cleaned to remove any filth that may pose a quarantine risk, dump the fuel, the oil and if it most likely has asbestos brake shoes or pads rip them out, too.

You want your ride to get through customs and quarantine quickly. Time on the docks very much equals money – your money.

If you decide to have a shipping agent manage the entire process he will do all this for you, as long as that is stipulated in his contract, read the details very carefully. He will need the VIN code and you will have to pass the title onto him, or his US shipping company. Send the title by registered mail only.

Also be clear that Los Angeles is not your only stomping ground – be

prepared to travel much further. Rust is everywhere these days, so all bets are off. The market is too competitive to avoid the cold climate rust belt. Ohio, Dakota, Northern California and the like are your friends; if you only shop in Southern California you will be stymied by what has become a narrowing field.

A caveat: the further east you travel your trucking costs are going to pile up

and if you ship out of New Jersey from the other side then good luck – it will take twice as long and add almost half the cost. You live near the Pacific so ship out of LA every time.

Qualifying all this, however, buying sight unseen, for me, has been 100 per cent successful over dozens of international transactions. Most people, no matter where they're from, are honest, but don't think for a moment, that it's completely safe or without complications. There's no substitute for being there and kicking actual, not virtual tyres. Be brave, eat too many ribs, and good luck over there. ■

Nick McGee is a classic motorcycle and car repairer, restorer and writer.



USEFUL LINKS

Import approval information and application forms:

www.infrastructure.gov.au/vehicles/imports/application_forms.aspx

Mandatory considerations: https://www.infrastructure.gov.au/vehicles/imports/process_overview.aspx



ROAD TEST

BENELLI BN600 GT

GRANT ROFF



GRAN SALE

Benelli puts the 'GT' into its affordable four-cylinder range, **but how much 'Gran' do you get for 10 grand?**

WORDS: GRANT ROFF PHOTOS: ELLEN DEWAR

The history of Benelli will resonate with many of today's parents. It was set up in 1911 by the widowed mother of six, Theresa Benelli, to provide work for her children. The business initially serviced cars and made guns then, in 1919, it started making motorcycles.

All the children engaged and one of them, Tonino, encouraged racing as a way of marketing the bikes. The end result was a win in the 1939 Isle of Man TT for Brit rider Ted Mellors on a supercharged, four-cylinder 250.

Then there was the goddamn war with the company having to start again, this time with the children of the original family, trying to pick up where their ancestors left off. Its bikes were still competitive and riders of the calibre of Mike Hailwood raced them. Australian Kel Carruthers won the 1969 250 World Championship on a Benelli and also won the Isle of Man Lightweight TT in the same year.

Much changed after this with various company reorganisations including partnerships with Moto Guzzi, which resulted in some odd bikes wearing various Moto Guzzi and Benelli badges.

The proud Benelli name was more recently bought by a Chinese company, Qianjiang (QJ), which respected the Italian government's wishes and left most of the design and some of the manufacturing in the Italian city of Pesaro.



ENTER THE BN

The BN600 series of bikes was on the drawing boards from 2006 but wasn't shown to the world until 2012. Six versions of it are currently on sale in Australia, all based on the same platform and engine.

The GT version as tested here distinguishes itself by the addition of a half fairing, raked-back 'bars, a whopping 27-litre tank and the availability of touring accessories, including a substantial rack and hard panniers.

The 'bars provide a more 'sit up and beg' riding position which suits the touring disposition but again raising the issue of seat comfort. Manufacturers are caught between a rock and a hard place with this. Every millimeter of extra seat height cuts out thousands of potential buyers. The need for sufficient ground and cornering clearance means the bike has to be as high as possible but it's fatal in the marketplace if nobody is tall enough to ride the finished bike.

The obvious area of compromise is seat height which typically means precious little padding for the rider. The seat height of the GT is a claimed

800mm, but it's employed the clever strategy of a narrow front so the rider can stand with his or her legs close together while the bike is stationary, gaining every possible advantage from shorter legs.

Okay, I'm 92kg, which isn't Benelli's fault, but I know there are heavier riders than me who would like the rest of the

bike but would baulk at the potential of the big tank's ability to take you more than 400km before a refill.

The shape of the seat is excellent and the bump in the seat gives lumbar support for taller riders but a touring bike should have more attention paid to seat comfort for 'western' riders. Yes, there are aftermarket options to solve the problem and many manufacturers offer premium gel seats as an accessory to make the seat on touring bikes more comfortable but, if you create an upright riding position which puts an emphasis on seat comfort, the seat has to rise to the occasion.

Interestingly, the same seat on the more sports/touring BN600S on our recent big-bore LAMS shoot out wasn't criticised at all, demonstrating how seat/pegs/bars relationships can affect perceptions. It's also true that all manufacturers have to engage with this issue and Benelli is no worse than most of the others, including the far more experienced Japanese manufacturers.

FAST FORWARD

The seemingly impossible starter motor teeth ratio starts the Benelli's engine instantly cold or hot, creating a great sense of security for the rider. The tasteful fairing shape is reminiscent of a number of recent Japanese offerings and gives a functional and pleasing display of the instruments – an analogue tachometer and a digital display which provides road speed in large numbers with plenty of easily visible ancillary information including fuel range.



“Once on the open road and with the engine spinning above 4000rpm, there’s a pleasing throttle response even in top gear”



An improvement over earlier Benellis is the ability to insert the ignition key while you’re still wearing your gloves.

It’s an instantly comfortable bike with functional and intuitive switchgear and the rear-swept ‘bars add to the touring ambience.

The clutch action is between light and heavy but the take up is pleasingly gradual, reducing the potential of stalling at lights in the city. The gear lever has a relatively long travel but the change itself is very positive so the rider is never in any doubt that it’s happened.

While torque and power figures suggest all the action is at the top end of the rev range, the BN600 GT is easy to ride at low revs around the city.

The half fairing distinguishes the GT from other models and does a competent job in keeping the elements from the rider. It’s nicely shaped in terms of style but its lower shape effectively keeps wind and rain from the rider’s legs while the seemingly small screen is remarkably effective in creating a buffet-free riding environment at regular road speeds.

Release the full 60kW (82hp) and the rider has to crouch to reduce wind effect. This is only necessary from around 140km/h onwards up to the bike’s indicated top speed of around 200km/h. Low gearing overall has a

theoretical top speed at maximum revs in top gear of 220km/h. Overall, the bike is fast enough.

SUSPENDED DISBELIEF

Where the BN600 GT shines brightest is in its handling. This is one solid unit on the road. The fork is a 50mm Marzocchi with 120mm of stroke and the single rear spring/damper unit is of Sachs origin with 123mm travel. Suspension travel isn’t exceptional (Yamaha’s FZ6R offers 130mm front and back) but it’s very well controlled and shows up the well-above-average quality of the suspension components.

The chassis is set up for sharp steering with 24 degrees of rake at the front and a trail of only 96mm. A rule of thumb

is that the lower these numbers are, the quicker the steering will be. There’s a limit to how low you can go, though, without losing directional stability or suffering bar shake on rough surfaces.

Since we’ve already compared the BN600 GT with Yamaha’s FZ6R, the Yamaha’s steering geometry is 26 degrees of rake and 104.4mm of trail – a more normal set up for good directional stability, particularly when coupled with a 1440mm wheelbase. The wheelbase on the Benelli is shorter

No ABS but the braking is nicely weighted. Monoshock is adjustable for preload and rebound. None of the footpegs are spring loaded: your calves fold them up – and they have a tendency to stay up.



ROAD TEST

BENELLI BN600 GT

SPEX

BENELLI BN600 GT

ENGINE:

TYPE: Liquid-cooled, four-valve four-cylinder with DOHC
CAPACITY: 600cc
BORE & STROKE: 65 x 45.2mm
FUEL SYSTEM: EFI

TRANSMISSION:

TYPE: Six-speed constant mesh
FINAL DRIVE: chain

CHASSIS & RUNNING GEAR:

FRAME: Trellis-type steel with aluminium alloy rear section
FRONT SUSPENSION: Marzocchi 50mm fork, 120mm travel
REAR SUSPENSION: Monoshock, preload/rebound adjustable, 123mm travel
FRONT BRAKES: Twin 320mm discs, four-piston calipers
REAR BRAKE: 260mm disc, twin-piston caliper

DIMENSIONS & CAPACITIES:

WET WEIGHT: 223kg
SEAT HEIGHT: 800mm
WHEELBASE: 1405mm
FUEL CAPACITY: 27 litres

WHEELS & TYRES:

WHEELS: 17-inch multi-spoke alloys
TYRES: 120/70 ZR17 (f), 180/55 ZR17 (r), Pirelli Angel GT

PERFORMANCE:

POWER: 60kW (82hp) at 11,000rpm
TORQUE: 55Nm at 8000rpm
ECONOMY: 5.5L/100km

OTHER STUFF:

PRICE: From \$8990 (plus on-road costs)
WARRANTY: Two years, unlimited kilometres plus two years roadside assist
BIKE SUPPLIED BY: Benelli Australia
www.Benelli.com.au

THUMBS UP

- Handling
- Suspension
- Brakes

THUMBS DOWN

- No ABS
- No standard luggage
- Thin seat



at 1405mm and, combining this with the rake and trail specs, you'd expect it to be the sharp handler it is.

Two other factors contribute to the confidence the bike inspires: standard Pirelli Angel GT tyres and a claimed wet weight of 223kg (FZ6R is 214kg). Light weight is a mantra for racers but in the real world of riding, a little extra weight keeps a bike planted and that's exactly how the Benelli feels: planted.

THE GO SHOW

With the ability to make the BN600 series bikes in Europe and China, Benelli needed an engine that would suit a wide variety of operating conditions. The result is a powerplant which privileges durability and easy servicing over outright power.

Benelli claims a power output of 60kW at 11,000rpm and 55Nm of torque at a relatively low 8000rpm. Comparable bikes would be the softer fours from Japan. Suzuki's GSR600, for example, claims 68kW but both are a long way from the GSX-R600's claimed 93kW.

Combined with the Benelli's weight, the modest power output can make the bike feel a tad sluggish at the low engine revs typically achieved in around-town riding. This is, of course, a Grand Tourer and, once on the open road and with the engine spinning above 4000rpm, there's a pleasing throttle response even in top gear. Spirited riding gives the usual rewards from a 600cc four.

Another improvement over early models

is the fuelling which is now less sensitive to throttle movement. There's still a hint of on/off switch response to sudden throttle movements, but it's a big improvement. On the highway when revs are up, it's faultless but some attention to throttle control is still required to be smooth at low engine speeds. It becomes intuitive quickly, though, and after two weeks on the bike, riding it smoothly becomes second nature.

Brakes are non-ABS but are as strong as you'd expect from 320mm floating discs with radial-mounted four-piston calipers.

Response is very progressive which is the next best thing to ABS but a firm grip is required for maximum effect.

SHOW ME THE MONEY

Priced from \$8990 (plus on-road costs),

the Benelli BN600 GT offers a lot of bike for your bucks. Its exotic Italian heritage gives you a talking point most other manufacturers at this price point simply cannot match.

But it'd be nice if that price included the rear rack and solid panniers as standard (expected to be priced around \$1300), as well as other GT-type features like handguards to make the bike more of a GT. At least they're available as accessories and were designed specifically for the bike.

Benelli – relearn the name because you'll be hearing a lot more about it in the future. ■

“It's an instantly comfortable bike ... and the rear-swept 'bars add to the touring ambiance”



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Customising the iconic postie bike is the motorcycle of Champions





Tucked away behind the Yarra Hotel in Abbotsford, Vic, is Champion Motorcycles, a custom-bike business that converts postie bikes into cafe racers, flat trackers or even choppers.

Proprietor James Clark, an engaging and warm-hearted soul, restores and customises motorcycles, but for five-odd years the majority of his endeavours have centred on customising Honda's humble CT110, affectionately known as the postie.

His premises are snuggled in one of inner-Melbourne's iconic laneways, allowing customers to enter via the lane or through the heart of the 1855 pub, with beer in hand.

Few classic bike stores are worth visiting on the merits of their interiors alone, but this den of bearing grease and Persian rugs is an obvious exception. The interior of Champion Motorcycles is a thing of beauty.

Its inception was triggered by some pals of James' who'd taken a leap into the pub game and asked him to wander down and lend advice on how to present it. Ever the watchful entrepreneur, James spied the old shed-like structures at the rear of the beer garden. The history of the



“The entire process takes up to four weeks and nothing at Champion is left unattended”

buildings was epic, especially for local footy fans, as they were the original changing rooms for the Collingwood AFL team when the Magpies played at nearby Victoria Park across Johnston Street. James quickly became the new lessee.

With vast experience in film and television production design, James has fashioned an inviting and endlessly detailed bikers’ nest. Curious motorcycle knick knacks adorn every spare inch of the store

and workshop. Exotic denim, the latest grips, hand-designed devil-faced incense burners, you name it, James has a cabinet full of stuff to make you drool.

James’s daily grind involves purchasing former Australia Post motorcycles from various auction houses and then completely modifying and transforming them to suit the needs of each customer.

Make no mistake, this is an end-to-end hand-tailored postie-modern café racer supply chain.

Now that Australia Post has upgraded to a fancy new model, James has the luxury of sourcing A-grade examples of the old model. “AusPost generally retires its bikes at between 25,000 and 30,000km on the clock, so most bikes are late models and in great condition,” James says. “My customers are able to have input into the style, colour, trimming and tyre choice.”

Once the bikes have rolled into the workshop, James completely disassembles and prepares them by shaving guards, stripping them for painting and polishing and rebuilding the engines.



James Clark builds the bikes to suit the customer, not himself.





"I source parts such as headlights, indicators, handlebars and mirrors from Japan, UK and also locally. Other parts are custom made right here in Melbourne, including seats, underslung exhausts and saddlebags."

The entire process takes up to four weeks and nothing at Champion is left unattended.

Champion's niche in the custom-bike scene thrives on the fact that the Honda CT110 is exclusive to Australia.

"While the US has the Honda Trail, Aussie CT110s have a few distinguishing features such as heavy-gauge rims, heavy-duty suspension and stronger transmissions," James says.

The business has enabled small-capacity, lightweight bikes to establish strong loyalty among learners, female riders and budget-conscious enthusiasts. The dead-simple design of the Postie's centrifugal clutch attracts new riders and the bikes are an ideal gateway to bigger-capacity machines.

With a range of up to 200km between refills of the 5.0-litre tank, the CT110 is well suited to the inner urban rider. James offers some caution however. "The bikes have a top speed of about 90km/h, so



freeway riding is out. But that hasn't stopped plenty of riders touring with this bike around Australia and around the world."

James fosters a relaxed atmosphere in his store and welcomes visitors into the workshop.

"We have plenty of motorcycle memorabilia to keep you interested and, if you get thirsty, the pub's out the back for a frosty beverage," he says. So speed down to meet a man who shares a bottomless passion for inner-city classic motorcycle culture.

Nick McGee is a classic motorcycle and car repairer, restorer and writer.



White Box sports low-mount speedo and rigid rear for fast launches from the lights.



A I R C O N D I T I O N E D

BMW ceased production of its iconic 'airhead' engines almost 20 years ago, but that



WORDS: GUY ALLEN, CHRIS HARRIS, GRANT ROFF PHOTOS: CHRIS NICHOLLS, MT FILES

hasn't stopped us from loving them. Charris, Guido and Groff explain the charm

Air-cooled engines have powered motorcycles since they first rolled on the planet, and plenty of them are still being made.

It makes sense: since the bike is moving, why not let the passing air dissipate the heat generated by the combustion process?

Cars, where the engine is shrouded

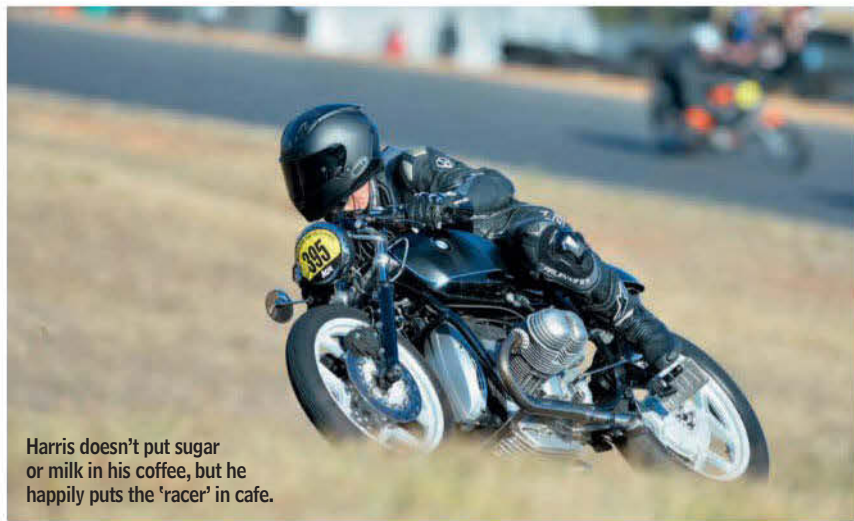
in bodywork, quickly went to liquid cooling but some made air-cooling work. Prince among them was Volkswagen with its air-cooled Beetle, one of the best-selling cars of all time. The Beetle engine cheats a little by having a metal casing around the parts of the engine that get really hot and using a fan to force air over the cylinders when the vehicle is stationary.

In theory, you can leave a Beetle idling for hours and it won't overheat. If you try that with, say, a Honda CB900, it will eventually overheat and stop.

"Yes, but if you want real power from a car engine, it has to have liquid cooling," you say. Tell that to the Porsche 917 Type 10 – a 5.0-litre flat 12, twin-turbo air-cooled engine that produced a lazy 1100hp in 1970.



**“You’re reminded
by the engine’s
unconventional
layout as you chase
the bike’s shadow
with a low sun
on your back”**



Harris doesn't put sugar or milk in his coffee, but he happily puts the 'racer' in cafe.

The limitations of air-cooling became apparent in motorcycles during the great horsepower race of the late 1970s and early '80s. Because air-cooled engines change their operating temperatures regularly, substantial tolerances have to be built into the design to allow for metal components expanding and contracting. It meant an engine's power output could vary depending on the operating conditions and oil use started to appear as a marketing problem.

During the mid-'80s, Kawasaki dealers wouldn't blink when customers told them of oil use in relatively new bikes of up just to 1.5 litres per 1000km.

Other forces were also at work attacking the air-cooled concept. Fluctuations in operating temperatures made it difficult to control exhaust emissions and engine noise without the muffling effect of liquid-cooling was starting to make it difficult for manufacturers to comply with international design rules.



THE BMW STORY

BMW's first horizontally opposed twin, the R32, was produced in 1923. The engine was derived from the British Douglas flat-twin from around 1914 but the BMW had a shaft drive.

With various wars interrupting proceedings, the history of BMW was a thrill-a-minute ride close to the edge of the cliff and it's a miracle it survived.

The 'stroke 5' (/5) series bikes from in 1969 probably saved the motorcycle division and the proceeding Hans Muth-inspired /6 series introduced five-



speed gearboxes, disc brakes and the iconic R90S.

Because the cylinders hang out in the air, BMW didn't have the nightmare of trying to keep the middle two cylinders of an air-cooled inline four operating at the same temperature as the outer cylinders and tuning was a lot easier, allowing the BMW design to survive until around 1997. The introduction of the R1100 GS in 1993, which had an oil-cooled engine, was the beginning of the end for the traditional BMW motorcycle engine.

SPACE CADETS

There's an international club for BMW 'Airhead' owners and its charter gives you some idea of the concept's appeal.

- Airheads believe that the simplest engineering solutions are best
- Airheads appreciate function over form, fact over fiction, and friendship over friction
- Airheads regard money as a tool, not a status symbol
- Airheads are earthy people who like to camp

- Airheads maintain their own motorcycles
- Airheads don't take themselves, religion, or life too seriously

Do MT's airhead owners fit the template? You be the judge.

GROFF, 1976 R60/6

How it came to pass that I became a German is still a mystery. It must have happened gradually but one day I realised I had a shed-full of German bikes (along with a VW Kombi and an old Mercedes-Benz as a family car).

The irony here is that I'm not actually all that fond of Germans. As most rednecks say just before they breach the provisions of the Discrimination Act (1975), I'm no racist but I prefer countries where the inhabitants have a sense of humour. Name your top three German comedians. Tell me some of the jokes in *Mein Kampf*. Get my drift?

What they lack in comedy, though, is amply compensated for in their mechanical engineering. Any country that can turn out transport like BMW,

Mercedes-Benz, Porsche and VW deserves some respect.

The BMW R60/6 pictured here was the poverty-pack, entry-level model. It was the last BMW with a front drum brake and its \$2500 new price made it popular with police forces and the military.

It's been in the family for around 15 years now and may be the most reliable bike I own.

BMW says in the owner's manual that it will do 165km/h and I've toured on it comfortably at 140km/h. It's pretty much standard although I put the slightly longer rear shocks from an R100 on the back which has the effect of sharpening up the steering a little.

The detail on the bike is lovely. The pin-striping on the tank and guards has been done by hand and there's plenty of evidence of great care in how the bike was put together.

At the time (1976), individual technicians were responsible for each bike – one mechanic assembled my bike, not a production line. It was then checked by other technicians and



signs of this are still visible paint spots dabbed on various nuts and bolts to indicate the torque settings are right.

There are other visible charms. There's a tyre pump attached to the seat frame which was part of the most comprehensive tool kit ever supplied with a production motorcycle. It has tyre levers and a puncture repair kit with the obvious expectation that the rider could perform this task on the side of the road if necessary. I've done it and it all works.

The fork gaiters and rubber knee pads on the tank have classic appeal but, overall, designer Hans Muth made sure the basic good looks would endure.

If you're after a sweet, reliable classic, look no further.

CHARRIS, 1986 R80

I've owned or been the custodian for a bunch of inline fours and the odd V-twin but I've always yearned for something against the grain.

Then I stumbled across an airhead in the wild. I was 21 and on a long European holiday with the boys on a

"The R60/6 has been in the family for 15 years now and may be the most reliable bike I own"

strict diet of bikes, booze and babes. She was almost 50 years old, honest and magnificent, with Earles forks and a Denfeld solo seat. Its owner excused himself past my ogling, kicked her over, lit a durrie, gave a departing nod

and headed off into the night along the cobbled roads of Rhodos. I was hooked. One day I'll be that guy on an R60/2.

More recently, a mate showed me an immaculately restored 1986 R80 he found on eBay. He wasn't interested in buying it so we talked about stripping it down as a cafe racer. It was no R60, but I was all in and miraculously won the auction for \$4149. When it finally graced my driveway it was true to its photos, with original panniers, Eagle fairing and a topbox full of receipts totalling almost \$7500.

We eventually turned it into what you see here, stripping some 60-odd kilograms, and I've since kitted it out with Wilbers suspension and a 1000cc big-bore kit. It's fun and deceptively fast – a 13.28-second quarter-mile pass for a 30-year-old bike ain't too shabby. What is shabby by modern standards is braking performance, and that's despite twin Brembo calipers, big discs and fresh pads. Even BMW mechanics

assure me they're as good as it gets. It just demands you be on top of your game when you're having a crack. It might look uncomfortable – and is in this company – but my caffeinated airhead just

makes me smile like an idiot.

You're reminded by the engine's unconventional layout as you chase the bike's shadow with a low sun on your back. That, and the rocker cover scrapes from a track day. Sparkplug changes are done within moments and there's plenty room for big mitts when attending to the carbs.

There is one other caveat: they're cold-blooded creatures and take a while to warm up and are quick to cool down. That's great in warmer months but, for the rest of the year, it means you've got to repeat the warm-up process for the journey home. The upshot is you develop patience and mechanical sympathy.

I won't confess to being an airhead tragic but my affection for old boxers won't stop with one. There's plenty of room in the new man cave for that R60/2 and I'll one day get that black and yellow R100GS 'Bumblebee' I recently came close to buying to "invest in our happiness" before our home renovation costs went through the roof. I reckon the R100GS and Paris Dakar models (with



the round, not square, headlight) are set to soar in value now that you can't buy a clean R80GS for less than \$10,000.

I seem to be collecting airhead-themed T-shirts in the meantime and bought one for Groff. How could I go past one which says 'Lord of the Bings'? My favourite tee has a cutaway of an old boxer engine and in the obligatory gothic font reads *Kühle köpfe leben länger*, or 'Cool heads live longer'. Long live the airhead!

GUIDO, 1979 R65

How this bike slithered into the family garage has more to do with sentiment than passion. In fact, for decades pretty much any 1970s BMW airhead would have been high on my list of bikes not to buy.

The dynamics are typically clumsy and, in the case of the R65, didn't really get up to scratch until the release of the Mono around 1986. Plus, they didn't have the style of the lovely machines of the 1950s and '60s.

Then I heard good friend Janette was selling her 1979 example (the first iteration of the R65), a machine which had been given to her by another old friend, Mole. The idea of the bike with those sentimental attachments being bought by someone out of 'the family' was too much to bear, so I made Ms J an offer she couldn't understand and we've ended up co-owning it.

There's no doubt a big additional motivation was the unique 'Ecco' branding on the machine. Ecco Engineering made its reputation in 1970s when proprietor Graeme 'Gyro' Carless was making lightweight motorcycle wheels and developing a reputation for building some very fast race bikes. Two prominent examples were a BMW Unlimited class racer ridden by the late, great Ken Blake, and the Syndicate Kawasaki Superbike piloted by the legendary Andrew Johnson.

This much more humble bit of gear is said to have been Gyro's daily transport at some stage. Other than the flash paintjob on the wheels, and the aftermarket two-into-one pipe, I suspect it's close to stock.

The 65s are shorter, narrower, lighter, more rev-happy and much more nimble than their R100 siblings, but not as comfortable as a distance

mount. With just 45 horses standard for a 210-kilogram package, their progress is lively (top speed is listed at 177km/h) rather than arm-wrenching. Add a questionable set of brakes (the term 'wooden' springs to mind) along with the usual torque reactions from the transverse cylinder and shaft-drive layout and you have something that requires a bit of patience to get comfortable with.

How you feel about this bike depends a lot on your riding history. If you've

been fed a steady diet of relatively current machinery, it will feel very ordinary. (Frankly, a Japanese bike from the early '80s will run rings around it when it comes to ease of use.) I can think of three experienced riders I've put on this machine who have walked away and never looked back. And that includes Harris.

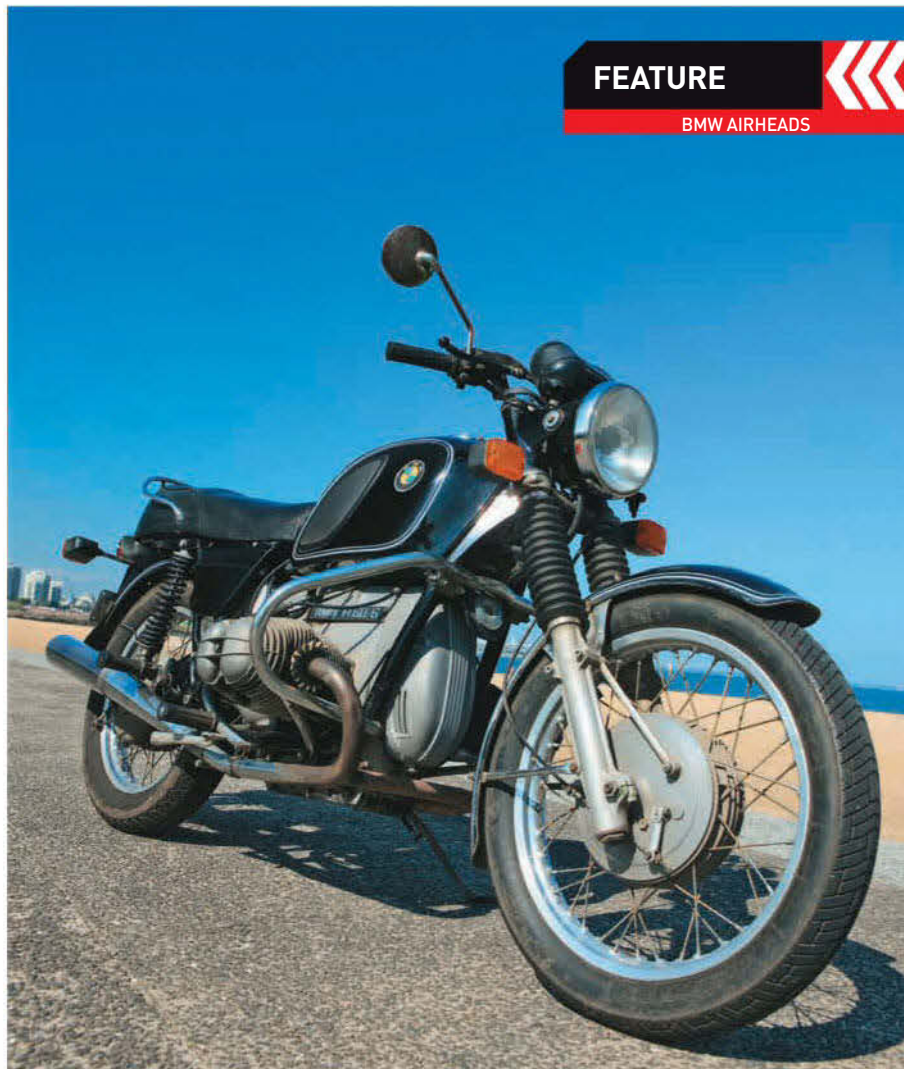
However anyone with some decent exposure to older classic machinery will think it's wonderful. It handles better than my 1971 Honda CB750 Four, stops better than my 1975 Triumph T160 and has proved to be remarkably fuss-free and reliable.

Invest a little time and mechanical sympathy and you're rewarded with two things: surprisingly good point-to-point performance; plus, a real sense of achievement in riding the bike well.

The Janettemobile (as it's called) is living proof of how these bikes can get under your skin. Originally bought for nothing more than sentimental reasons, it's actually weaselled its way into my life to the point where I now genuinely look forward to riding it. ■



Fifty shades of grey, before the film and without the sex.



WIN A YEAR'S SUPPLY OF MOTORCYCLE T-SHIRTS!*

*PROPER MOTORCYCLISTS CHANGE THEIR T-SHIRTS ONCE A WEEK, WHETHER THEY NEED TO OR NOT, SO A YEAR'S SUPPLY IS 52.

Check out this sample of early entries. You can also be in the running for a year's supply of motorcycle-themed T-shirts in your size!



Imagine going to your wardrobe for a whole year and not having to worry about having something clean to wear. Every single one of your new 52 T-shirts will tell a motorcycling story whether it's something obvious from Yamaha or Suzuki or something subtle like a Suavecito pomade tee promoting hair care products for riders.

There'll be classics in there as well: Indian, Harley-Davidson, Triumph and Royal Enfield, among many others.

Let's be honest – if we all had a choice about clothing, jeans and T-shirts would be all we ever wore. We can become attached to particular T-shirts because of who gave them to us, where we got them, what they say about our beliefs and inclinations or what they remind us of.

Some people (me) even end up getting them framed! Okay, I didn't do it myself but my kids did because they knew my near-45-year-old NDC (Newcastle Drinking Club) tee was close to becoming transparent. The NDC T-shirt qualifies as a motorcycle-themed shirt as it was a bike gang as well as a club devoted to homebrew. We struck fear into Newcastle natives with our Suzuki 90, Yamaha YDS3 250, BSA C10 and C11G and, wait for it, a Honda pedal bike.

The winner will be announced in our bumper #300 issue and we'll run examples of entries up until then. Entry is free, of course, so go for it!

– Grant Roff

HOW TO WIN

What we want is an image of you in your most significant T-shirt along with a 50-75 word description of why it's important. The examples you see on these pages are some of the entries received since we started the competition last month. See? It's not hard to enter!

Go to www.TradeMotorcycles.com.au/Competitions for full details on how to enter along with terms and conditions.

If you can't bring yourself to type the URL, read Chris Harris' story about QR codes on page 14 of the last issue (#296) and wave your smartphone over the code on this page to go straight to the entry site.

If technology isn't your thing, you can simply post us a photograph and the words

to MT T-SHIRT COMP, Locked Bag 12, Oakleigh, VIC, 3166.

We'll run selected entries in MT each month until the competition closes in time for our massive #300 issue which goes on sale on October 7.

Don't just sit there – drag out your favourite T-shirt, take a selfie, write your 50-odd words and submit it. The time has finally come to share your wardrobe secrets.



COMPETITION

WIN WIN WIN!

Jethro Tull's *Aqualung* was my favourite album in '72 when I was riding an old Triumph around Canberra. It had a Bantam tank and had been painted with a brush, but I loved it and learned to ride on it.
MATT TREZISE, ATHONTON, QLD

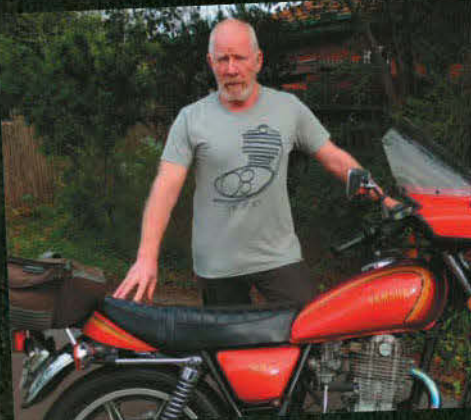


This is a photo of me proudly wearing my Foxy Fuelers tee, the night before we all debuted our shirts proudly at this year's Throttle Roll event. As a Sydney Cafe Racers ladies-only offshoot, we ride most weekends and I've never known such camaraderie. I love this group and T-shirt as much as my bike – almost.
MEAGHAN KIRBY, NSW



This T-shirt represents, to me, two of the most enduring passions of my life. My wife, of 45 years, who came up with the design and had this T-shirt made for me last Christmas, and my venerable 1980 SR500 which I've owned and enjoyed for 35 years. It still puts a smile on my face every time I throw a leg over.

MIKE COWIE, BRIGHTON EAST, VIC



I bought this shirt at the 500cc Grand Prix held at Eastern Creek about 1992. I managed to get it signed by Norrie Abe and this is the first time that I have worn it. I've quite a few T-shirts but this is the most significant.
BRIAN KELLY



Five years ago, the wife and I had planned a European tour – our first overseas holiday ever. She asked me where I would like to go in the UK: the Isle of Man, Donnington and the Ace Café. Holy crap, was I excited! Then, just before booking, we received the bad news my wife was diagnosed with cancer. She's been battling now for five years and, needless to say, our holiday went out the window. Meanwhile, my eldest son started work in Europe, secretly went to the Ace Café, took some photos and sent me this tee with the note, "I went there for ya, Dad."

TONY DUMBILL



It's bright, comfortable and racy and that's what matters to me. My bucket list would be to go to Silverstone and watch the racing at this incredible circuit. This tee keeps my dream alive.
LEIGH HARVEY, COFFS HARBOUR



I visited Lewis Leathers in 2013 and this T was the last one in the series. Who should I meet but Keith Richards, who also wanted the T. "Sorry, Keef," says I. "Get your sticky fingers off – you can't always get what you want!" "I can have it if I want," says Keef. "You can't," says I. "What did you call me?" says Keef?
JIM DONOHUE





The MILITOR

"The Motorcycle that is Built and Drives like an Automobile"

Shaft Drive. 3 speeds forward and reverse
Solo Car with Complete Electrical Equipment, including War Tax, \$450. Idle Wheels \$25 extra, net., f. o. b. Springfield, Mass.

Militor with 2 passenger Side Car and Complete Electrical Equipment, including War Tax, \$575. f. o. b. Springfield, Mass.

Frontal floating front axle - channel steel chassis - cantilever spring frame and seat suspension - four-cylinder unit power plant - selective sliding gear transmission - three speeds forward and reverse - shaft drive - starter - idle wheels (can be raised or lowered automatically from the seat while driving, which make the Solo Militor as easy to drive as an automobile). 40 to 50 miles per gallon of gas.

BBUILT upon U. S. Army specifications for War purposes. Its new type of construction; its great strength and endurance; its riding ease and its general air of dependability and quality at once established the Militor as the looked for and needed development in automotive transportation.

Safe, strong and very compact, taking up little room to house—remarkably cheap to maintain.

Requests for agencies are coming in from all parts of the world. Dealers are recognizing the possibilities of the Militor—for pleasure, light delivery purposes, police and militia duties—and for increased general riding due to the thousands of army-trained motor-cyclists now back in civil life.

Reputable and forceful dealers are invited to write for details

THE MILITOR CORPORATION
GENERAL SALES OFFICES 113 BROADWAY
NEW YORK

Executive Offices, 111 Broadway, N.Y. Factory

MILITAIRE MADNESS



Is it a motorcycle? Is it a car? Is it a Militaire or Militor? We send the Bike Detectives in to crack a case that **spans a war and five bankruptcies**

Motorcycling's history involves so many myths and legends. Militaire, which operated between 1910 and 1922, is a classic case of both.

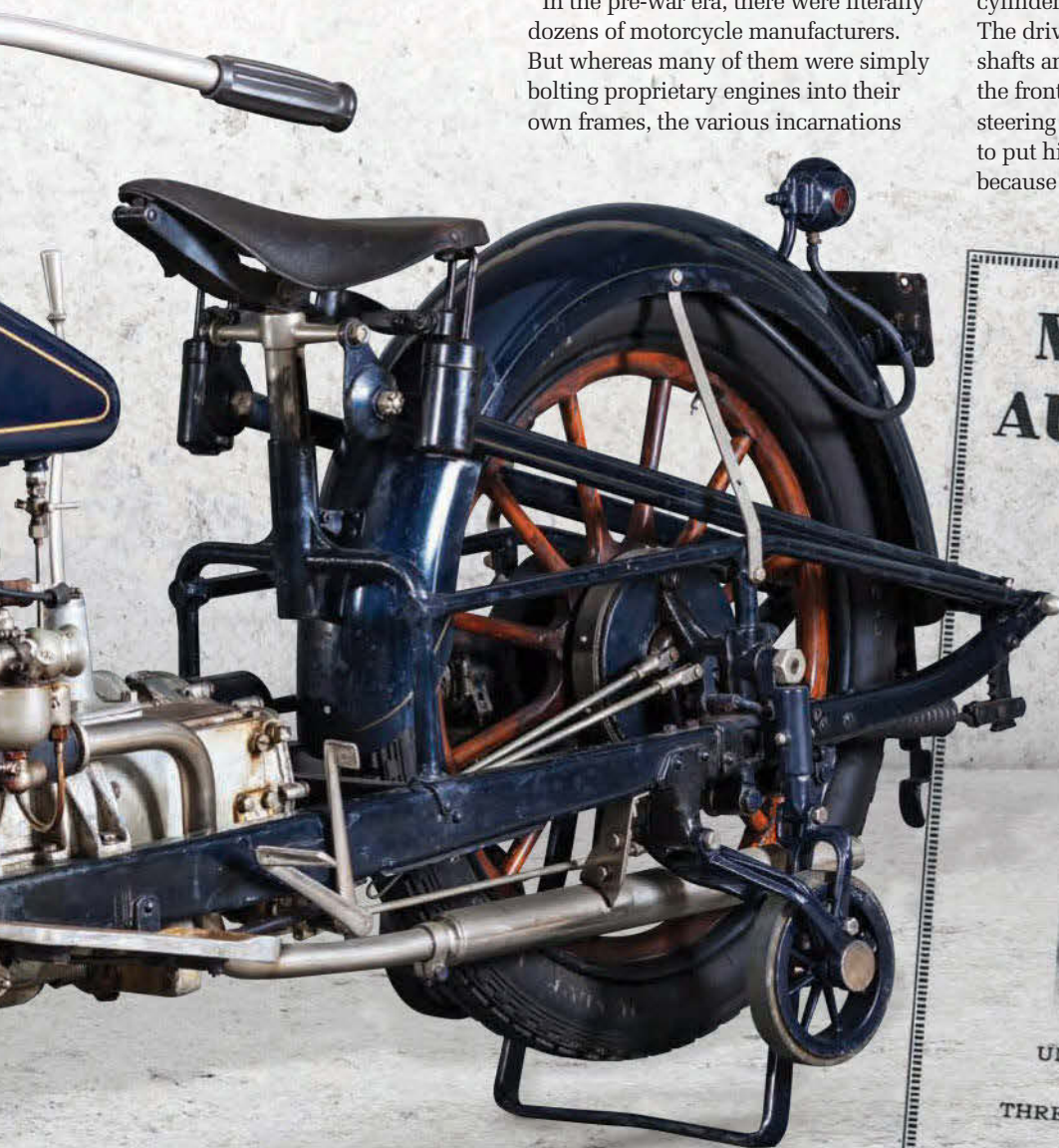
It's a myth that it was designed purely to meet America's World War I demand for a battlefield motorcycle. But it created a minor legend by trying (unsuccessfully) to mate the virtues of two- and four-wheeled transportation.

In the pre-war era, there were literally dozens of motorcycle manufacturers. But whereas many of them were simply bolting proprietary engines into their own frames, the various incarnations

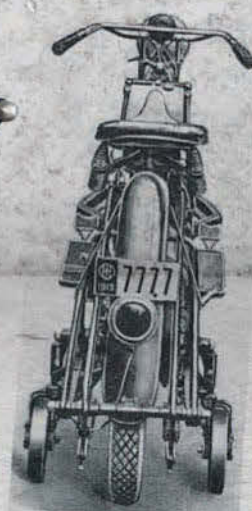
of Militor/Militaire/Militor made 80 per cent of their product in-house. Quite an achievement.

The radical design was first displayed as a prototype in 1910 and put into production in Cleveland, Ohio, the following year with the name Militor. Over the next two decades it would always be marketed extolling the fact it was a motorcycle with car-like qualities.

The original version ran a single-cylinder 480cc engine cooled with a fan. The drivetrain was a combination of shafts and chains. Instead of handlebars the front forks were controlled by a steering wheel! The rider didn't have to put his feet down at intersections because two small "idler wheels"



MILITAIRE AUTOCYCLE



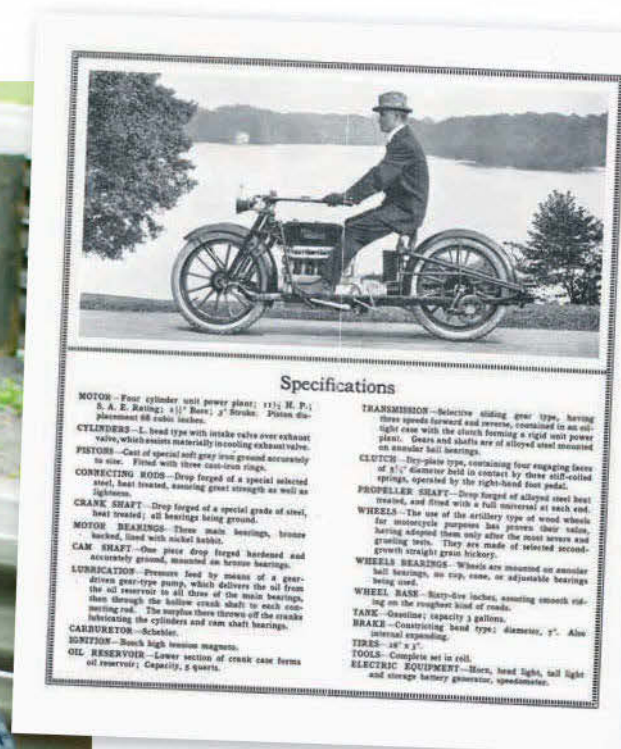
UNIT POWER PLANT.
SHAFT DRIVE
THREE SPEEDS FORWARD
REVERSE GEAR
SELF STARTER
IDLER WHEELS



Militaire Autocycle Co.
(OF AMERICA, Inc.)
BUFFALO, N. Y.



Peter Thomson of Thomson's Motorcycle Museum in Rongotea, (near Palmerston North in NZ), on his original and unrestored Militaire.



bankrupt. Certainly he skilfully pulled the strings in a project that would chew through another four investors.

The original design was licensed to The Champion Motor Car Company in St Louis, Missouri, which sold it for a short time rebadged as a Champion.

These were volatile times for the motor industry and, when Champion went bust soon after, Sinclair ended up with the rights and assets, setting up the Militaire Autocycle Company in Buffalo, New York.

By now the Militor had been radically redesigned. As well as being renamed the Militaire Autocycle, it was now powered by a car-like, 1114cc inline four-cylinder engine with the crankcase acting as a stressed member of the frame.

In a time when most motorcycle engines ran a total-loss, drip-feed system, the Militaire had a gear-type oil pump. This pressure-fed oil from the crankcase reservoir to the main bearings, then through a tunnel in the crankshaft to the conrods.

The engine employed the-then popular inlet-over-exhaust configuration, sometimes called the pocket valve (which predated the flathead design). The intake valves were located in the cylinder head with exhaust valves in the cylinder block.

The clutch and brakes were foot-operated and the gearbox (three speeds forward and a reverse) was controlled

could be lowered by a pedal as this "autocycle" slowed. The effect was similar to today's Piaggio's MP3 scooter.

The Militor pre-dated the similar and more common Neracar by a decade and helped sum up an era that pushed the boundaries of innovation.

MYSTERY MAN

Little is known about charismatic businessman Norman Sinclair, who is an integral part of this story. Some credit him with being the brains of the original operation. Others say he came in when the business first went



“Instead of handlebars the front forks were controlled by a steering wheel!”



by a hand lever in a car-like H-gate-shift pattern. Final drive was by shafts and a differential.

It didn't have a kick-starter, but rather a step-starter. This pedal at the rear of the running board activated a set of linkages to the flywheel.

HUB-CENTRE MYTH

Many historians refer to this motorcycle as having hub-centre steering. It doesn't. Steering was by a type of girder fork (with stiffening and leaf springs at the bottom) connected to an articulated steering neck through which the axle ran. Look at the photos closely and you will see that the fork is part of the main frame and lateral movement is via the curved axle. Company literature always described “a pivoted front axle [patented]”.

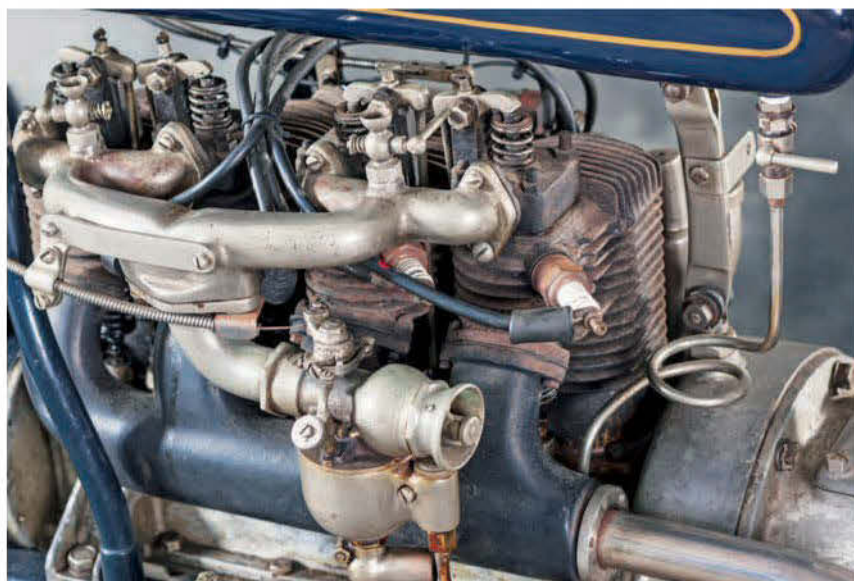
Another unusual feature was the cantilever seat arrangement, whereby the entire rear subframe is basically a suspension system. Of course, the car-like, channel-steel chassis and all this innovative approach to suspension had the side effect of creating a very heavy motorcycle. Add in the artillery wheels and the complete package weighed more than 350kg.

However, the overall dimensions were no more excessive than the popular Henderson four-cylinder motorcycle. The 11.5hp engine could propel the Militaire Autocycle to 50km/h, pretty fast for the day.



This 1914 model uses acetylene held in a pressurised tank for the lighting, but by the following year electric lights were fitted.





Hand-controlled gear lever features car-like H-pattern with three forward gears and reverse.

SALES SPIEL

There was no holding back the confidence of the relaunched Militaire company in 1914, the year of the black version shown here that is on display in the National Motorcycle Museum in Nabyac, NSW.

“The Militaire Autocycle is not an experiment,” the sales brochure trumpeted. It listed N.R Sinclair as president of a company that claimed to have \$US250,000 in capital.

“Model after model has been built, weaknesses located and eliminated one at a time until the machine is mechanically perfect,” the brochure continued.

“This process has been expensive but the result is a machine which will stand up as well and as long as the highest grade automobile.”

It was also claimed that the company was backed by “some of the wealthiest and most conservative businessmen

and financiers in New York State”.

But what of some of the wacky design features, such as wooden wheels in a time when spoked wheels were a proven product? “The use of the artillery type of wood wheels for motorcycle purposes has proven their value,” the firm stated, speaking of adopting them “only after the most severe and gruelling tests”.

“They are made of selected second-growth straight grain hickory,” the firm added, making wood sound like some exotic material.

REALITY BITES

Sales were slow. Some claim less than 200 Militaires were sold. But the company seemed undeterred, exporting to private buyers around the world, even some in Australia and New Zealand.

It was marketed at travelling salesmen and gentlemen “who own



This 1920 Militor sidecar on display at the Barber Museum has the overhead-valve 1434cc engine.

a large car and desire a light vehicle to get about at times quickly and economically". Another sales target was "young men of refinement to whom formerly motorcycles never appealed ... no peddling or straddling with feet on the ground".

Perhaps the biggest potential was for military and police use. Various companies were vying for lucrative government contracts as the US geared up to enter World War I.

When it went to Europe in early 1917 the Army took a few Militaires with it. They were a complete disaster and sunk to their axles in the mud of the Western Front.

Soon Sinclair had gone belly up and a new company was formed, called the Militor Corporation of New Jersey. Amazingly, a sales poster of this time described the Militor as being "built upon US Army specifications for war purposes".

Perhaps it was being more truthful when it claimed it was "the motorcycle that is built and drives like a car".

The business struggled along until 1919, when Sinclair managed to get the project under the wing of car maker Knox Motors, of Springfield, Massachusetts. But not much came of that liaison and the rights and assets were acquired by the Bullard Machine Tool Company, again with Sinclair in a lead role. He must have been a slick corporate salesman.

Their Bridgeport, Connecticut, factory



began a small run before the bike died a natural death in 1922 and Sinclair drifted off into historical oblivion.

By this time the engine had grown to 1306cc in side-valve form, and then became 1434cc with overhead valves. It had also abandoned the idler wheels and was being sold as a complete sidecar. The green 1920 Militor sidecar shown on this page is on display at the Barber Museum in Birmingham, Alabama, US.

Incredibly, five different investment groups lost money on this amazing machine between 1910 and 1922. Probably only two dozen exist as complete motorcycles. One of the few in running order is the unrestored one shown being ridden by Peter Thomson of Thomson's Motorcycle Museum in Rongotea, New Zealand.

It was a brave idea and a brave decision to market such a wacky two-wheeler. ■

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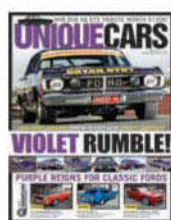
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GREAT WESTERN

Way out west you'll find one of the country's leading classic Indian experts

WORDS & PHOTOS: GUY ALLEN

Walk into the machinery-packed shed of self-taught engineer Murray Morell, in outer Perth, and it's hard to believe he started his career with a cheap truckload of bits, bought on the spur of the moment. He's since become the go-to man for Springfield (which means pre-1953) Indian crank rebuilds and manufactures something like 1400 parts. Here he tells his story.

I started mucking around with Indians – collecting Indians – in 1969. My brother decided to buy an Indian Scout – up to then we were riding A10 Beezers and the like. As soon as I clapped eyes on the Scout, I thought that's the bike for me.

Back in those days, you could pick up *The Sunday Times* and there'd always

be three or four of them advertised. A basket case was anywhere from \$15 to \$50, while one that was running, licensed and on the road was \$100. Bear in mind that in those days we were only earning \$100 [a week]. Extrapolate that out now and the bike would be more like \$1000. It would be nice to be able to go around and collect army Scouts for \$1000 a pop.

One day my brother was riding his army Scout up to Fremantle. Like all of them, his bike had a leaking fuel tap and he thought he should pull into Jim McPhee Motorcycles to see if he had a spare. In those days Jim had a lot of ex-military stuff. So Jim said, "Rather than buying a tap, come out the back and you should buy all this."

There was probably about three

tonnes of army Scout parts and 344 parts. My brother high-tailed it home and said to come and have a look. We ended up with the lot for about \$150. We were stretched in those days to come up with the money between us.

We brought it home in trailer loads and started to sift through it. That's when, back in the '70s, we started to sell new old stock parts.

At that stage I was working as a fireman in the BHP power station in Rockingham. I've never done a trade. I made my first army Scout pretty much out of new old stock. I've still got the bike today. It's done a million miles and was used as an every-day ride bike for 12 years or so. It only tried to let me down once, when it snapped the hollow rear axle (a common problem)

Murray's been in the Indian parts business for more than 40 years – not bad for someone who confesses to have never done a trade.







You used to be able to easily source a part for a 60-year-old Chief, now Murray reproduces them.

but I managed to ride it home.

Moving into the shed wasn't a conscious thing. People would want stuff they knew you had. Then you'd start fixing bikes for mates and then for people you didn't know.

The next step was you'd start running out of wear items, like valves and guides and crank pins. So you'd think, "I'll buy a lathe and start manufacturing some of this stuff." In those days, in the '70s, if you wanted to deal with suppliers overseas, there was no internet so it took ages. And then, the people we were dealing with, such as Valentines in New Zealand and Sammy Pierce in the US, were running out of parts.

It got to the point where I thought there were enough people here in WA into Indians that I can make a living out of this. We just added machines. I've been doing this full-time for 30 years, I reckon.

So long as we have a model, we can make a part. I only do Springfield, though I've done a bit of mucking around with some of the later ones.

I manufacture about 1400 items for Indian, going back to the teens, 1920s, '30s and '40s.

In an army Scout there 1178 parts, so if someone is advertising a 90 per cent complete bike, you're missing around 178 parts!

I have quite a few bikes, at last count there were 28. The earliest is a 1917 Powerplus.

In my shed, there are six customer bikes in for total restoration, from a 1913 single through to a 1944 Chief. Besides that, there are 17 engines in for restoration. So between that and all the manufacturing, it's a pretty full-on job.

In this day and age, if you haven't got a machine shop, you cannot put an Indian together correctly, because we're at the bottom of the barrel now. Forty years ago, if you didn't like that tank, you could go and find another one, if you didn't like that engine you could go and find another.

Now everybody is hatching their stuff. Most blokes' sheds are like black holes in space – even light doesn't

escape from them! We've therefore got to manufacture all these parts that are locked up in sheds around Australia.

If you could open their sheds and get all those 741s and '44 Chiefs out, you'd probably have another 1000 bikes on the road.

If you're restoring a bike, there's a lot you have to get – particularly nuts and bolts and that sort of thing.

Most bikes over the years have been put together with whatever somebody could steal from work. So if you're going to work on it you need a set of metric spanners, a set of Whitworths and a set of AF. So the whole essence of a rebuild is to take it back so it has one set of bolts and you only need to carry one set of tools. And if you do the job correctly, it will reward you well.

Unfortunately, there are a lot of things on an Indian that an average Joe can't do in his backyard, and that's why I need all this machinery. ■

Get in touch with Murray Morell on (08) 9332 8826 or via www.facebook.com/murray.morell



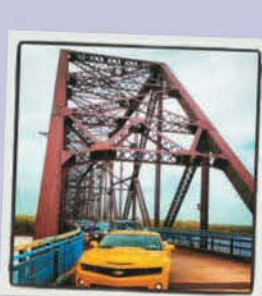
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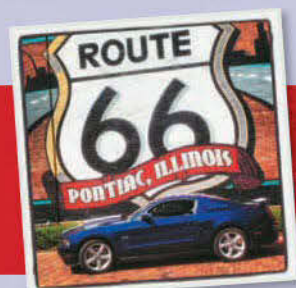
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WORDS: CHRIS DOBIE PHOTOS: MARY DOBIE

BLACK BEAUTY

The Indian Motorcycle name dates back to the invention of the motorcycle itself. The brand may have a rich history, but there is no avoiding the fact the Massachusetts-based company went belly up in 1953. Over the course of the next 50 years a number of companies attempted to revive it and failed.

Finally, Indian's knight in shining armour arrived in the form of Polaris Industries. Like those before it, Polaris has called on the heritage and unique styling of Indian and given the classic models a modern makeover – except for its new Chief Dark Horse, a

name used for the first time only five years ago.

The black beauty is powered by the same Polaris-designed 1181cc 'Thunder Stroke 111' air-cooled V-twin and aluminium chassis as its siblings, but distinguishes itself with a sinister, blacked-out demeanour.

The 'Thunder Black Smoke' matte-black paint covers just about every inch of the big bike. The Classic's 16-inch spoke wheels have been replaced with lighter, cast-aluminium items – in black. Even the Indian 'War bonnet' on the front fender is darkened.

The Dark Horse is 14kg lighter than the Classic due to the lighter wheels and the removal of the oil-cooler and driving lights – a solo seat has also been fitted. The result is the lightest and fastest bike in the Chief line-up.

It may be the lightest Chief, but it's still a lot of bike and, with a claimed dry weight of 340kg, it's no featherweight.

Sitting on the low 660mm solo seat, it's an easy classic-cruiser-style reach to the pullback 'bar. I found the seat to bar to footboard triangle ergonomic perfection; simply a case of sitting back and enjoying the ride.

The handling is as sweet as the Chief Classic, and riding it reminds me of how great a job Polaris has done with the chassis. The feedback and feel it provides means you can ride with a bit of gusto and not feel like the bike is being pushed outside its comfort zone.

Acceleration is not something you lack when you have an 1181cc engine mustering 139Nm at just 3000rpm. The only time you need to consult the gear indicator is when selecting neutral at a red light.

Up front, the 46mm fork provides a comfortable ride with 119mm of travel, but the single rear shock, with 94mm of travel, struggles to absorb larger road bumps. Hit a big bump and prepare to be bounced off the seat.

SPEX

INDIAN CHIEF DARK HORSE

ENGINE:

TYPE: Air-cooled, two-valves-per-cylinder, four-stroke, pushrod V-twin
BORE & STROKE: 101 x 113mm
DISPLACEMENT: 1811cc
COMPRESSION RATIO: 9.5:1
FUEL SYSTEM: EFI

TRANSMISSION:

TYPE: Six-speed, constant mesh
FINAL DRIVE: Belt

CHASSIS & RUNNING GEAR:

FRAME TYPE: Composite alloy
FRONT SUSPENSION: Conventional 46mm fork, non-adjustable
REAR SUSPENSION: Monoshock, adjustable for preload
FRONT BRAKES: Twin 300mm discs with four-piston calipers, ABS
REAR BRAKE: 300mm disc with twin-piston caliper, ABS

DIMENSIONS & CAPACITIES:

DRY WEIGHT: 340kg
SEAT HEIGHT: 660mm
FUEL CAPACITY: 20.8 litres

PERFORMANCE:

POWER: Not given
TORQUE: 139Nm at 3000rpm

OTHER STUFF:

PRICE: \$26,995 rideaway
TEST BIKE SUPPLIED BY: Indian Australia
WARRANTY: 24 months/unlimited kilometres
www.IndianMotorcycle.com.au

THUMBS UP

- So much black
- Looks
- Handling

THUMBS DOWN

- So much black
- Bouncy rear shock
- Muffled sound

Measuring more than 2.6-metres long means you need to be careful when wheeling the bike backwards, it's easy to bump into something or catch the low pipes on a high gutter. At \$26,995 (ride away), the Dark Horse is the entry-level point to the Chief range, with the Scout the most affordable Indian from \$17,995 (plus on-road costs).

For your money you're are getting one seriously cool motorcycle and a nice ride that turns heads and perfectly captures Indian's 100-plus year heritage, despite being based on a 21st century model. ■



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SPEED READING

Legend has it that Spannerman only reads workshop manuals but we've asked him to tell us **what he reads by the fire when it's too cold to play in the shed**

BEING THERE

For those who live under a rock, Hugh Anderson was raised in Ohinewai, near Huntly, in New Zealand. He joined the Continental Circus, as racing in Europe was known in 1960, and had a spectacular professional career, rubbing shoulders (literally, and often at 200km/h) with the likes of Mike Hailwood, Tom Phillis, Surtees, Bob McIntyre, Jim Redman, Derek Minter, Taveri, Phil Read and just about everyone else of note from that golden era. The result was around 100 wins and places in international events including four world championships (50cc and 125cc titles in 1963, 50 title in '64 and 125 title in '65) and eight podiums at the Isle of Man including two TT wins. All this was on top of his NZ successes before he left and after his retirement from the international scene in 1966. He was awarded an MBE in 1994 for services to motorcycling.

Being There covers arguably the most interesting time in the history of motorcycle racing. Don Cox's excellent book, *Circus Life*,

covers the Commonwealth racers in this period in broader strokes but Anderson's book delivers an intimate insight into one man's amazing adventure.

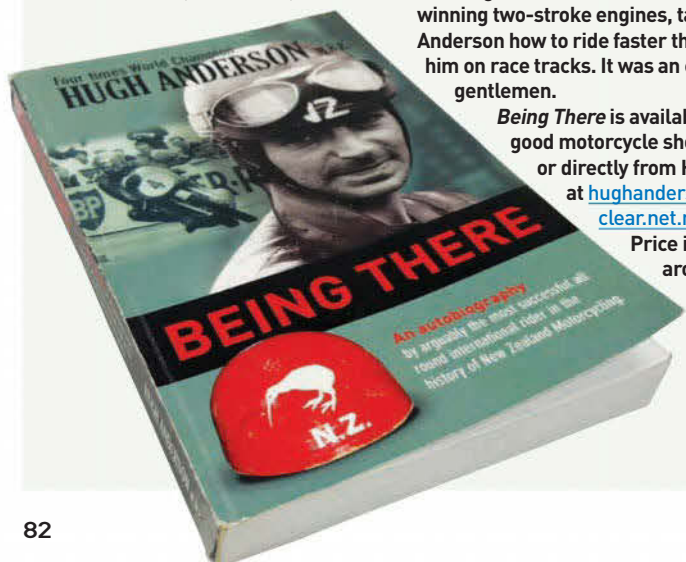
It's the story of a small-town New Zealander with the drive to be his best against the backdrop of the Japanese flexing their muscles for the first time in an industry previously dominated by the British and Europeans. Anyone who thinks the eventual success of Japanese two-strokes was an easy path needs to read how Anderson learned the hard way to always ride with his fingers resting on the clutch lever.

The style of writing is humble, self-effacing and honest. Such is Anderson's nature that there isn't much gossip. Almost everyone he met liked him and he liked them in return. The astute reader may, however, pick up that Anderson wasn't that impressed by Phil Read's racing ethics.

In contrast, Ernst Degner, the East German designer who escaped in spectacular fashion before teaching Suzuki how to make race-winning two-stroke engines, taught Anderson how to ride faster than him on race tracks. It was an era of gentlemen.

Being There is available in good motorcycle shops or directly from Hugh at hughanderson@clear.net.nz

Price is around \$50.



CROZ - LARRIKIN BIKER

I'm currently half way through my second read of *Croz - Larrikin Biker*. I read it when it was first published by HarperCollins in 2010 and frankly I didn't believe it. I've recently had a chance to get to know Croz, and I realise that just about every word is true.

What makes it seem like fiction is how incredible the story is. It starts with a crash on a customer's bike when he was scratching a living as a nobody in the motorcycle trade in Auckland in 1972 and finishes with him walking away from the 500GP circuit in 1982 having got within inches of becoming world champion. Coming second is still bloody excellent and Croz has never lost a night's sleep over what could have been.

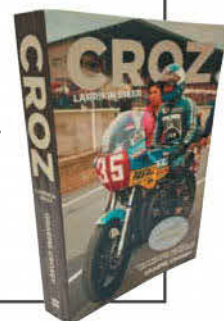
In the interim, he achieved legendary status on Moriwiki Superbikes in Britain and blitzed the Isle of Man TT in both the Senior and Formula One TT's. Croz's story is even more amazing when you realise most of his high-profile international achievements were in just four years. He arrived in Britain in 1979 with just his leathers and 150 quid and returned to NZ four years later as arguably the most recognised motorcycle racer in the world.

His autobiography is searingly honest and often hilarious at the same time. Unlike Hugh Anderson, Crosby is happy to name names and there would have been many nervous colleagues of his when the book was published.

While the international component of the story is a focus, there's much joy to be had from his recollections of racing in NZ and Australia in the early years and the industry characters he interacted with on the way. Auckland in 1972 was a different place and Croz's insights bring it to vivid life.

If you, like me, read this book five years ago, now might be the time to revisit it. The original edition pictured here was a sellout but it's still available in a slimmer format and it's a bit cheaper. Croz - national treasure.

Croz - Larrikin Biker is available from www.graemecrosby.com for \$NZ36 including postage.



ONE GOOD RUN – THE LEGEND OF BURT MUNRO

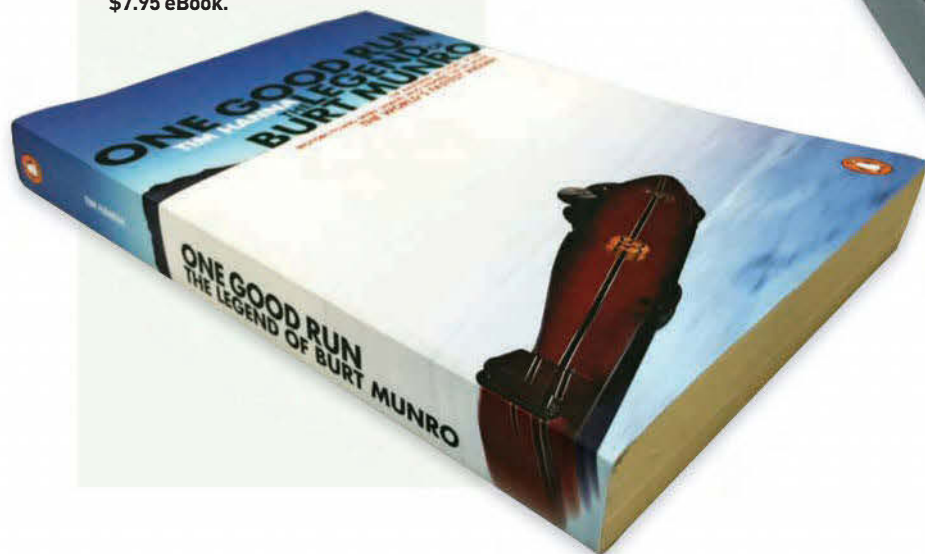
Do I have to explain to anyone who Burt Munro was? Many of you will have seen the very entertaining movie starring Anthony Hopkins but nothing beats the Tim Hanna book for accurate detail.

Munro was already in his sixties when he took his heavily modified 1920 Indian Scout to the Bonneville salt flats and the rest, as they say, is history.

Hanna's book reads like a thriller and you'll relax into his comfortable style and not want the story to end. It's not a history but a dramatic recreation, albeit highly factual and accurate. Hanna is also the author of *John Britten*, the best-selling biography of the late New Zealand motorcycle engineering legend. Tim rides himself so he gets what motorcycles are about and writes with great empathy.

One of the problems with movies is they compress stories. The Penguin edition of *One Good Run* gives you over 300 pages to enjoy the subtlety and nuance of Bert's life and times. No, 'Bert' isn't a spelling mistake – it was his name until he went to America and changed the spelling to make it easier for his hosts. The book provides a far better understanding of how overwhelming the task Munro took on actually was. It's a great read.

One Good Run is published by Penguin NZ and is available in bookshops as well as in the form of a \$7.95 eBook.



ROUND OZ RIDE

As the images in this excellent book reveal, its author, Peter 'Kog' Godfrey, looks like an extra from *Lord of the Rings* who was made to stand out in the sun for too long.

His ruddy complexion and below-average height, however, disguise many virtues. You can't judge a book by its cover and, in particular, literally, you shouldn't judge this book by its cover. It's so much more than a description of a ride covering 17,750 kilometres in 40 days.

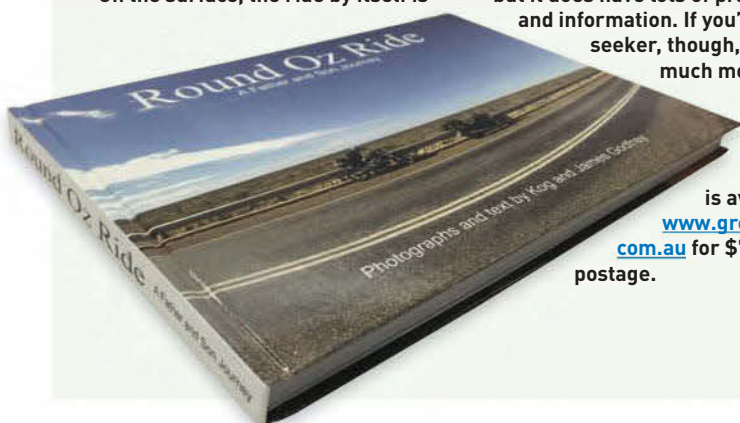
Kog's 19-year-old son, James, decided to join him at the last minute on his 10-year-old Ducati 600 Monster.

On the surface, the ride by itself is

entertaining enough but there are other, deeper stories. The first is of a man on an unending journey towards some form of enlightenment. Then there's the story of a father attempting to understand how to build a relationship with his son that will satisfy them both. Lastly, there's James' story: a young country boy beginning his own journey into the world and wrestling with conflicting drives in his quest to understand love – family love, love of the world and, most importantly, love of himself.

As you've gathered, this isn't a how-to book about riding around Australia but it does have lots of practical advice and information. If you're a truth-seeker, though, you'll get much more out of it.

Round Oz Ride – a father and son journey is available from www.greengrasspub.com.au for \$70 including postage.



MOTORCYCLE HANDLING AND CHASSIS DESIGN

The book pictured here is actually titled *Motorcycle Chassis Design: the theory and practice*. It's my own copy and was published in 1984. It was good enough to be reprinted many times, lastly in 1998, but it has been long sold out and your only chance of acquiring an original now is through second-hand book shops or swap meets.

While chassis design is technically complex, Tony Foale's book (with Vic Willoughby) was written to be comprehensible to the general public and it certainly worked. It provided me with a framework for understanding motorcycle chassis design which forms the basis of my knowledge of it today.

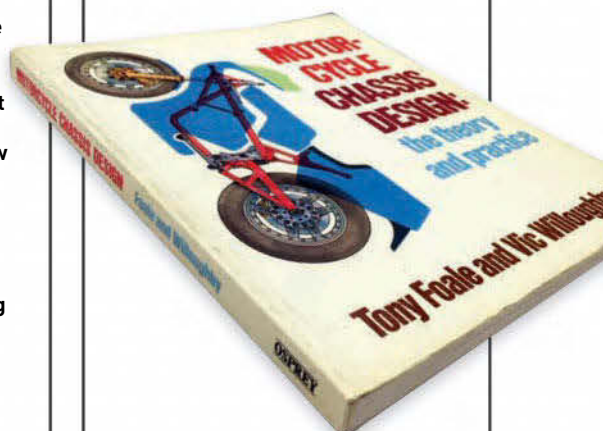
Times change, of course, and a new edition of the book was released in 2002 and updated in 2006. Titled *Motorcycle Handling and Chassis Design – the art and science*, it has five times the amount of original text and three times the illustrations.

The good thing about it is it's still meaningful for readers without science degrees and if you want to understand why your bike behaves the way it does or what 'handling' actually is, it's a bible.

Gossip is the hard copy of the new book (paper, like we like it) has also sold out but you can get a PDF version on CD-ROM for 53 Euros and Tony will give you a 38-Euro discount on the proper book when it has been reprinted.

Read it and your mates will start listening to you again on Friday nights at the pub.

Motorcycle Handling and Chassis Design is available from www.TonyFoale.com/book.htm



DUCATI BELT-DRIVE, TWO-VALVE TWINS

Elsewhere in this issue of *MT* you'll find Ian Falloon's regular column on collectable classics. This month it's Triumph's best Bonnies but it would be remiss of me not to mention he's the author of over 35 books on motorcycles, around 18 of them being on Ducatis.

When you read his monthly column you get a sense of his commitment to research and accuracy. I talk to him regularly when I'm stuck on an obscure issue with an older bike and he never fails to be helpful. He arrived at *MT* with an interesting background.

Ian was born in NZ in 1952 and studied

engineering and music at Victoria University in Wellington. A motorcycle crash finished his career as a symphony orchestra oboist and he started his motorcycle writing career with the *Ducati Story*, first published in 1996. It's now in its fifth edition and is published in three languages. He's not all Ducati – he's also published definitive books on various BMW, Honda, Kawasaki and Moto Guzzi models.

If the byline says 'Ian Falloon', trust it. *Ducati Belt-Drive Two-Valve Twins Restoration Guide*, published by Octane Press in 2012, is a revised edition of the same book first published in 2000. Many of Ian's books are now out of print so if you see them at garage sales or swap meets, snap them up. Some now sell on eBay for many hundreds of dollars.

Ducati Belt-Drive Two-Valve Twins Restoration Guide is available from online booksellers, including Angus and Robinson, for prices ranging from \$50 - \$60.



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This advert (right) touts the new 650cc twin-cylinder engine used with varying specifications in the Thunderbird, Trophy and Bonneville 120. "It encloses all the major and well-tried engine and gearbox components in a completely new unit which is stiffer, cleaner in design and more efficient," in addition to "considerable weight savings".

A great wine, such as a Grange Hermitage or Chateau Lafitte, will always have a vintage year where the weather conditions were just perfect and the grapes were at their peak. The same can be said about certain motorcycles, and the 650cc T120 Triumph Bonneville is a particular case in point.

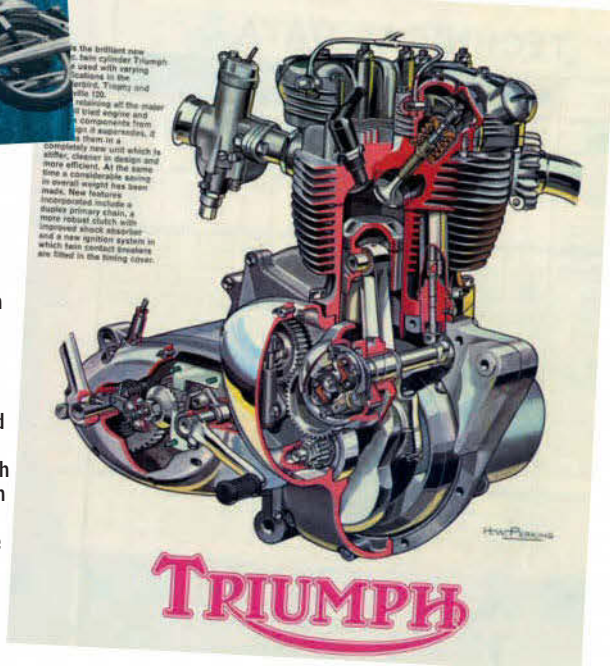
Rather than the variability of climactic

conditions, motorcycles can suffer from poor managerial decisions or the demands of the marketplace. This is especially appropriate to the T120 Bonneville that was Triumph's production mainstay from 1959 until 1974, along with the single-carb Trophy.

Ask any Triumph enthusiast for an opinion on the vintage years for the Bonneville and inevitably the years from 1968 until 1970 will be mentioned. Before 1968 the Bonnie was afflicted with marginal electrics, handling and brakes and, after 1970, there was the debacle of the Umberslade Hall-designed oil-in-the-frame version.

YOUTH GONE WILD

If one bike typifies the '60s it is undoubtedly the Bonnie. Because they were so ubiquitous to so many older enthusiasts today, it's the one bike that epitomises youth. By 1972 it is understood that some 250,000 Bonneville had been built – at least three times as many as any comparable Norton or BSA twin. The Bonneville also offered an unparalleled balance between looks and performance at a competitive price – and a timeless





This 1970 model
has clocked up
just 94 miles.

appeal – and the ones to have were from that pinnacle period, 1968 to 1970.

Yet it was considerably earlier that the Bonnie was conceived. In recognition of the speed records at Bonneville, Triumph boss Edward Turner decided to make the most of this association and, in 1959, Triumph released the T120 Bonneville.

This was intended to be the performance flagship, but initially still very much a 650cc T110 Thunderbird hybrid. Performance was boosted over the 110 through the use of a splayed-port alloy cylinder head, higher compression, and twin Amal monobloc carbs without air filters. With 46 horsepower at 6500rpm, the Bonneville was claimed to be the fastest production bike available, a claim substantiated in 1961 when the British motorcycle press tested a T120R at 188km/h.

The first unit-construction Bonneville appeared in 1963, and initially wasn't as highly rated as the pre-unit predecessors. While there were gains in the frame, which reverted to the classical Triumph single downtube, the unit-construction engine lost out in smoothness and electrical reliability.

GAME CHANGER

Where the new T120 really scored over the pre-unit 650's, however, was in compactness and weight. At 165kg it was nearly 14kg lighter, and this contributed to brisker performance. Every year saw a range of detail improvements, in particular from 1966, but with 1968 came one of the three

FAST FACTS

In the 1950s just about every motorcycle manufacturer was after "The World's Fastest Motorcycle" title, in particular NSU, Triumph and Vincent. The year 1955 saw New Zealanders Bob Burns and Russell Wright take their Vincent Black Lightning to a record-breaking 298km/h on a road outside Christchurch, followed shortly after by Johnny Allen on his 650cc Triumph streamliner at the Bonneville salt flats in Utah, US. Allen hit 311km/h, but the record wasn't recognised by the FIM on a technicality.

Triumph was unperturbed. In its eyes, and those of the US press, it still had the world's fastest motorcycle. The following year, in 1956, Allen again returned to Bonneville, this time achieving 345km/h, but once more his record wasn't accepted by the FIM. Again it didn't matter, and from 1955 until 1970, except for a brief period when NSU held the record, Triumph could legitimately claim the title of "The World's Fastest Motorcycle." From 1964 the Bonneville formed the basis of Triumph's production racing program, and it was developments from this that ensured the excellence of the T120 from 1968. In 1967 ex-works MV Agusta rider John Hartle won the first Isle of Man production TT, setting the stage for a series of memorable results, not only at the Island, but also in the Barcelona 24-Hour race.



Malcolm Uphill's standing-start lap of 100.9mph (162.4km/h) was the first-ever 100-mph lap by a production machine at the Isle of Man and saw Dunlop rename its K81 tyre the TT100 to commemorate its involvement in the victory. Following what became known as "the caught case" where a rider in the US had become emasculated by the traditional tank-top luggage rack in an accident and had sued the company, the tank parcel rack was deleted on US models from 1967, and from 1969 on the rest of the range. After appearing in court in a nappy, the rider had been awarded considerable damages.



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top years. A new 8.0-inch twin leading-shoe front brake, two-way damping in the front fork in light of racing experience, and a stronger race-bred swingarm contributed to superior handling.

This was a particularly trying time at Meriden financially, and politically, and most resources were being poured into developing the new triples.

By now the 650cc engine had reached the zenith of its development as a competition unit and the Umberslade oil-in-the-frame models were waiting in the wings. But the late 1960s were real boom years for sales in the US, with more than 30,000 Triumphs sold in 1969.

While Meriden was flat out meeting demand, with production up to about 900 units a week, quality varied considerably, and the factory never really mastered the high-volume/high-quality equation that ultimately contributed to its downfall.

ALL DOWNHILL FROM HERE

After 1970, just as the T120 seemed to represent the distillation of everything

that was right about motorcycle styling, the expensive new R&D facility at Umberslade Hall gave birth to the inferior oil-in-the-frame replacement.

When it appeared, enthusiasts were mortified. Gone were the classic mufflers, gaitered fork, bullet-shaped headlights, and rounded side covers that epitomised Triumph. What's more, the new double-cradle frame was so tall that the seat height was a towering 876mm, and a series of initial production problems got them off to a very shaky start. Eventually, the oil-in the-frame twins became solid and rideable motorcycles but, looking back now, Triumph

enthusiasts lament that the 1970 models were "the last of the good ones".

Given some of the reliability problems of the late '60s, the use of the word 'good' is dubious, but what is undeniable is that they were the last of the classic Triumphs, and among the best-looking motorcycles ever made.

Watch out for a new Bonneville to be released next year featuring liquid cooling and, at last, a new frame. ■

**"The late 1960s
were real boom
years for sales in the
US, with more than
30,000 Triumphs
sold in 1969"**

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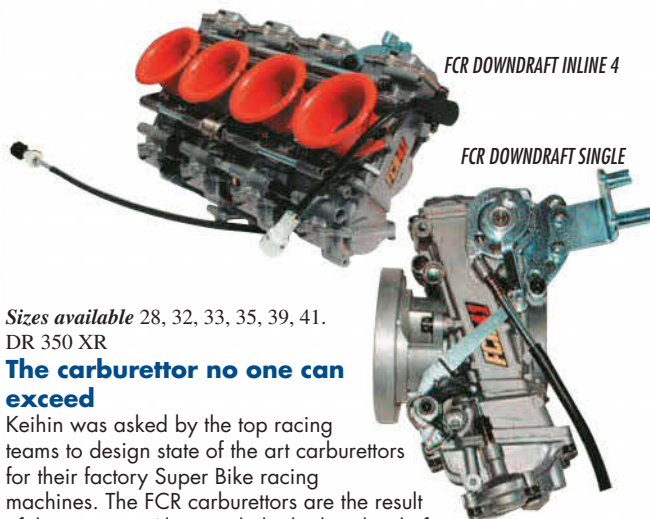
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› WORDS AND PHOTOS: DREW JACKSON





CLUB TALES

TOWNSVILLE RESTORED MOTORCYCLE CLUB



The Townsville Restored Motorcycle Club was established in 1977 by a small group of enthusiasts. Many of the original members have held positions on the committee over the years, giving the club great stability.

Membership stands at 96 and the monthly meetings, held at the Basque Club in Aitkenvale on the first Wednesday of the month, average 50 of the faithful.

The club has a few rules that work to ensure members are genuinely interested in old bikes. This includes attendance at three club meetings before the committee either accepts or rejects a membership application. It sounds a little severe but nobody who has met the first requirement has ever been rejected as a member.

Events are 'members only' as this avoids the risk of strangers coming along and behaving in a manner that may damage the club's reputation. If a member wants to bring a friend on

a ride, they need to ask a committee member. Like the application system, this regulation has served the club well and the TRMC has a very good reputation in the local community.

The club calendar is worked out for the year by the committee and it includes a variety of rides that range from the short to the epic. The longest club ride of the year is the trek to the Laidley Swap Meet (formally Gatton) with about 24

members riding to the event last year – a round trip of about 3000km. Club member John Weber has completed this ride several times on his BSA Gold Star.

Members also attend rallies that aren't on the club calendar, including the Ariel rally, the Vincent owners' rally and the SR500 Club rally at Bethanga. A large number also toured Tassie in 2013.

The bikes were trailered to Melbourne





or went across Bass Strait on the back of a ute. This year, some members attended the Broadford Bike Bonanza. Long distances are part and parcel of living in North Queensland. This may explain the popularity of airhead BMWs as club bikes. There are some very well restored /5 and earlier BMs in the club.

SHOW AND GO

The members love to ride their bikes with very few being carted about in trailers just for display purposes. Club displays are well-organised, with all the necessary shade shelters and barriers set up showing the bikes in the best possible way. Each bike on display has a plaque that gives a brief description including country of origin, year of manufacture, horsepower and so on.

The club gets requests from different groups to put on static displays at fetes and heritage days and these are well supported by members. One of the benefits of these displays is the members of the public who offer information about the whereabouts of old bikes or parts that they have in the back of the shed. On one occasion,

a member scored a container-load of Honda Four parts for free, many of which were new. I'm waiting for a similar stroke of luck with Bultaco parts, although I expect it could be a very long wait.

“Winter is the season when riding is most enjoyable. The temperature rarely gets below 7 degrees or above 25 and it's unlikely to rain”



Airhead Beemers are popular to cover the long distances up north, but by no means the only choice for members.

Each month there are at least two organised rides and between 20 and 30 members participate. Points are awarded for those who ride club eligible bikes to these events and an annual trophy is awarded based on participation in rides and other club events including meetings. Club photographer Arthur Gleeson gets a group photo at most of these events and has built up a good collection detailing the club's activities.

Awards are also handed out in various categories such as 'restorer of the year'. To win this award is a great honour and the restoration work performed by members is outstanding. Some members specialise in one make, like Ariel or Triumph, but Japanese classics are becoming increasingly popular as the membership evolves.

The combined knowledge of the membership is incredible and no motorcycle-related problem seems insurmountable.

FLYING THE FLAG

One of the activities recently taken up by some members is to act as flag marshals at the local road races. Members go through a training course organised by Motorcycling Australia and participate regularly at race meetings. A few of the club members also race bikes in the historic classes.

A bonus for the flaggies is the opportunity to do a few parade laps on some race days.

A highlight from last year was the Tablelands Tour. This involved using Atherton as a base for the week and then going to different destinations each day. This area is well known for



its great riding roads like the Gillies Highway, Kuranda and Rex Ranges and many more. Destinations explored included Cairns, Mareeba, Chillagoe, Ravenshoe, Herberton, Irving Bank, Innot Springs and Mt Malloy. The distance covered during the week-long event was just over 2000 kilometres. The socialising at the end of each days ride was a highlight.

A popular annual event is the Jack Starmer Memorial Time Trial held over the June long weekend.

This event is a mystery ride and only the organiser knows the destination before the start.

Riders are asked to nominate an average speed and the rider who gets closest to their nominated speed wins. Watches are not allowed.

Last year we ended up in the historical gold mining town of Ravenswood. In 2013 it was Mount Surprise. This year who knows? We do know that a pub will be close by.

During the hotter months the rides are scheduled for earlier in the day and the distances are shorter. The destinations are usually air conditioned or on a shady beach front

as the wet season can get very steamy up here. Winter is the season when riding is most enjoyable.

The temperature rarely gets below 7 degrees or above 25 and, being the dry season, it's unlikely to rain.

There are still a small number of

members who were in the club in its foundation year of 1977. Thirty-eight years is a long time for a club like this to have survived but it hasn't just survived – it's flourished.

The founding members clearly got it right. ■





WORDS: GREG LEECH PHOTOS: MT FILES

FANTASTIC

If the romance of speed and sexual appeal tickle your two-wheeled fancy then feast your eyes on these superbikes

There are a few things to consider when in the market for superbikes. First and foremost, a potential purchaser needs to do a bit of soul searching. Yes, they're wickedly fast. Yes, they handle like razors (on good surfaces) and, yes, they are sexy as hell – all of those things are true.

You best toss this lot into the equation while you're at it: uncomfortable, expensive to fix, dreadful commuters and actually hard to ride fast in the real world.

There's lots to like, though. A well-ridden Superbike replica is one of the most rewarding experiences open to a motorcyclist: mind-blowingly fast, up-to-the-minute technology and looks to die for. Yin and Yang. Still keen?

Right, read on. We thought we'd take a look at a selection of the best-known superbike designations; the models widely considered to be the best of the breed and/or offer collectability. Not necessarily the latest models, more the bikes that offer the best performance and can be bought for a reasonable outlay.

2005 SUZUKI GSX-R1000 K5

The K5 was released here in 2005 and represented a pretty big leap forward for a bike that was eminently successful from its first 2001 K1 incarnation. Technologically advanced, the chassis and engine came in for major revisions over the K4, and weight was down to an incredible 166kg dry.



Engine configuration was the tried-and-true formula of a DOHC, 16-valve, inline four, displacing 999cc. Everything that could be lightened was, including engine internals. The result gave the bike a massive 1000cc higher redline at 13,500rpm.

Put simply, the K5 has one of the most user-friendly superbike powerplants of all time. Torque from the bottom (usually a superbike bugbear) was hugely improved and the engine was the benchmark in the class for low-down grunt. That was coupled with an impressive top-end that delivered 133kW at 11,000rpm.

There was a new alloy twin-spar frame, bigger 44mm throttle bodies fed the fuel and the radial-mounted four-piston calipers





gripped larger twin 310mm rotors to give class-leading stopping power.

The seating position was greatly improved and here lies the key to the bike's popularity – real-world ease of operation. Ballistically fast, ergonomically comfortable, beautifully designed and user-friendly. It really was a landmark motorcycle in the category.

You could tootle around in traffic during the week, and scratch with the best of them on the weekend. The K5 delivered all this in one very competent package and this was reflected in the marketplace with the K5 topping the 2005 road bike sales list in Australia, and indeed on the racetrack with Troy Corser claiming the 2005 Superbike World Championship on the Alstare Suzuki Corona Extra Suzuki GSX-R1000 K5.

2002 & 2004 YAMAHA YZF-R1

Before the Suzuki GSX-R1000's 2001 arrival, Yamaha enjoyed top-dog status worldwide with its incredible R1. In simple terms, there was no competition for the bike.

Subsequent of the Gixxer's blazing arrival on the superbike scene, Yamaha was forced to improve the R1. And it did just that.

Refinement was the order of the day and in 2002 the R1 received fuel injection for the first time, employing a 'suction-piston-type' EFI to allow better fuel/air mixture at low revs for its 998cc inline four with DOHC and 16 valves.

Chassis dynamics came under focus as well and Yamaha's Deltabox III frame was all-new and claimed to be 300 per cent stiffer.

Yamaha realised the previous bike's

reputation as a top-end screamer could hurt it at showroom level and a new two-stage EXUP valve contributed to the resultant torque boost designers were looking for.

Rider comfort was again on the agenda and owners suggest the bike was demonstrably more comfortable than the previous R1 offerings, giving the bike a thumbs up as a touring weapon.

There were those who suggested the bike lacked the raw brutality of the earlier R1 incarnations, but the simple fact is the P model was an infinitely more refined package than its predecessors, which in turn made it much easier to live with.

Another big plus with the P model is its bullet-proof reputation. It's an extremely robust package, and given the fact that it's a little long in the tooth now provides buyers on a budget to experience one of Japan's finest-ever hero offerings without having to sell a kidney.

The R1 underwent a major redevelopment in 2004 including an all-new 172hp engine that was no longer used as a stressed member and a separate top crankcase and cylinder block.

At 172kg, other notable differences of the 2004 model (pictured) included frame geometry changes to reduce wheelies, a steering damper to reduce tank slapping, radial brakes, an underseat exhaust and ram air intake.



2006 HONDA CBR1000RR

Picking a Fireblade to recommend as a used buy is tough. Mainly due to the fact that there has never been a bad one produced and the breed has undergone steady improvement. It's been a case of want the best Blade? Buy the latest.

There can be no doubt, however, that the 2006 incarnation was – and is – a standout motorcycle that represents great value for money today. It propelled Honda back to the top of the sales tree, locally taking top sportsbike sales honours in 2006.

Widely seen as the Blade that put excitement back into the designation, the engine was the ubiquitous 998cc DOHC 16-valve inline four, good for 123.7kW at 11,250rpm and 114.Nm at 10,000rpm.

Drawing on the experience gained in MotoGP racing, the bike came heavily stacked with innovative equipment such as a gravity die-cast aluminum frame, incredibly compact engine with Dual Sequential Fuel Injection (DSFI), Unit Pro-Link rear suspension, twin full-floating 320mm discs with four-piston radial-mounted calipers, and the unique Honda Electronic Steering Damper (HESD).

Okay, this category is defined by mathematics, but this is the Fireblade that brought back the poetry. There was huge animal power, mostly stacked in the mid-range where you really need it. Gone was that totally business-like linear power delivery.



This one is all about getting you there in the shortest time possible. In typical Honda fashion, the whole deal worked an absolute treat.

This bike became known as a wheelie king (chassis dynamics and that fat mid-range have seen to that) so check steering head bearings and all front-end componentry for signs of abuse.

The 2006 Blade will reward a rider as long as you want to own it. It's as simple as that. It's the bike that signaled Honda's intention to get a bit of ratbag alongside its technological brilliance and it did it magnificently. A hell of a bike.

1994 DUCATI 916

This one is a bit different. After all, compared with the other bikes here, it's long in the tooth and, to be honest, can't match them for performance. But it gets the nod on sheer influence and collectability.

The 916 is simply one of the most beautiful motorcycles ever built and the Massimo Tamburini design is widely recognised as changing many factors in subsequent sportsbike design. It wasn't all about looks, though. Things like the single-sided swingarm. While delightful to look at, it also served to make racing wheel changes easier. Also now widely adopted are the underseat exhausts which gave the bike its narrow lines and in the process improved aerodynamic efficiency.

Powered by a revised version of the older 888 engine, the 916cc liquid-cooled Desmodromic eight-valve V-twin became the platform for most of Ducati's serious sportsbike offerings for years to come. Power figures were 85kW at 9000rpm and 92Nm at 6900rpm.

This one offers thoroughbred racing status, with Carl Fogarty winning four Superbike World Championships on the 916. Such was the bike's dominance at World Supers level, Honda was forced to mimic the bike with its SP-2/RC51 to wrest the title from the Bologna brand in 2002.

An uncompromising road proposition in terms of ride comfort, the bike drips with quality componentry and racebred ergonomics. It demands a deal of commitment to live with, but still offers a hugely rewarding ride and huge levels of street cred. You'll be noticed on a 916.

We chose the 1994 model based around the fact that it was the first of the breed, and for that reason is the one that's highly likely to become very collectable. Prices are now on the rise for units from the 1994 model year.

Bear in mind servicing costs on a 916 are far from cheap. The nature of the Desmodromic valve set up needs specialist knowledge and tools. Also, it's critical that the cam belts be replaced every 20,000km to avoid big-time engine damage. ■



BOUND FOR GLORY

Bruce Anstey raced on anything he could at this year's TT and scored a richly deserved win in the Superbike TT

› WORDS: GRANT ROFF PHOTOS: SUPPLIED

Murray Walker calls it the greatest motorsport event in the world and the 2015 Isle of Man TT certainly lived up to its reputation. The amount of drama in the lead-up would have defeated William Shakespeare and NZ's stars shone brightly with Bruce Anstey finally cracking the big one, the RST Superbike TT. It was his 10th victory at the TT but the first six-lapper he's won.

Practice for this year's race week was hampered by rain and high winds. Racing was actually cancelled on the Saturday because the wind was so

strong that, had a crash occurred, the rescue helicopter would have been unable to land. As it was, a helicopter did crash, killing its pilot.

In something that could only happen at a TT, leading rider Michael Dunlop walked out on the Milwaukee Yamaha team just two days before the opening race. To compound the sensation, he immediately rejoined the Buildbase BMW team which gave him four victories in 2014.

To get your head around the significance of this, imagine Valentino Rossi telling Yamaha two days before the Italian MotoGP that he didn't like

its bike anymore and was going to ride a Ducati instead.

In a statement made after the decision, Dunlop expressed regret.

"I am genuinely sorry to be making this decision," he said.

"Unfortunately, I don't think we have enough time left with the sessions that we have already lost to be truly competitive and get the bike to the level we need in order to win races here."

Not surprisingly, Milwaukee Yamaha disagreed, claiming development of the R1 had made good progress.

"Despite having all the ingredients for TT success, rider, bike and team,





"I've ridden through a fireball, I've been hit in the head by a seagull and now my fuel cap's come loose. Maybe today's just not my day," MT's Cam Donald said. "To say it's been an emotional TT just doesn't scratch the surface."

LESSONS LEARNED

BMW will have to work a little harder in future TTs to match the dominance it had in 2013. It could be its Tyco BMW Motorrad Racing team of Guy Martin and William Dunlop simply isn't fast enough.

Yamaha did well in the 600s but it has to harden up its R1 to be competitive. It expected to do better.

Kawasaki, the poor Japanese cousin in MotoGP, once again proved how tough its bikes are in the real world by claiming plenty of podiums. Road racing shows up the pretenders and Kawasaki isn't one of them.

Never under-estimate John McGuinness. He pulled out a spectacular win in the most important race of the week after a relatively quiet lead-up. He's the real deal – a champion's champion.

Bruce Anstey will be 46 on August 21 and he's as competitive as ever. Congratulations from MT on an outstanding week of racing to you, Hutchy and John McGuinness.

Four people died over the race period, one rider and three visitors. Jamie Hamilton, who crashed in the Senior TT, was listed as critical but his condition has improved since.

Michael has taken the decision not to continue with the program and, for that reason, we have released him from his contract."

Dunlop had allegedly gone to Yamaha in the first place because it offered the most money but it seems his will to win became more important as practice revealed the Yamaha wasn't going to be competitive.

Demonstrating once again how unique the demands made on bikes that contest the TT are, Yamaha's latest and greatest, the R1M, displayed problems that no previous testing revealed. Long periods of time on full throttle was over-pressurising the crankcases, forcing oil into the airbox and allegedly over the back wheel. The lesson for manufacturers even as race-hardened as Yamaha is that you can't turn up at the Isle of Man with a new bike and expect to win.

Climbing back onto the BMW Superbike wouldn't have been a complete shock for Dunlop as he owns his own Superstock machine, the one he raced in the Superstock TT. The decision did however mean that he had only limited practice on the bike

before the race, something most racers would have regarded as very risky.

Gossip was that Australian Josh Brookes was invited to replace Dunlop on the Yamaha but declined.

"I've not been asked and I wouldn't do it if I had been," he tweeted. "TT requires preparation and respect, not a last-minute brash decision."

Had Dunlop done exactly that: made a last minute, brash decision? Time would tell.

Every team had its planning disrupted by the weather, including the Norton team for which MT's senior road tester, Cam Donald, was riding. Cam claimed in video updates during the limited testing that the engine was certainly fast enough but the new chassis was not fully sorted.

RST SUPERBIKE TT

While a race program is decided well in advance, the TT organisers have to be flexible to allow for the weather. Racing was supposed to commence on Saturday June 6, but the feature event, the RST Superbike race, was moved to Sunday.

It kicked off in blistering fashion



“Kawasaki, the poor Japanese cousin in MotoGP, once again proved how tough its bikes are in the real world”

with Ian Hutchinson taking his Kawasaki to an immediate lead. Hutchinson won all five major races at the 2010 TT but has been wrestling with injuries since then as a result of a badly broken leg. He demonstrated early that he remembers well how to ride the Mountain Course.

Close behind was Bruce Anstey and James Hillier.

To the disappointment of the crowd, Guy Martin, now a regular face on our TVs, pulled out early in the first lap.

By the end of lap two, Hutchinson had built up a lead of 4.4 seconds over Anstey but, ominously, Michael Dunlop had moved into fourth place. This became third place by lap three but at the same time Anstey was reeling Hutchinson in and by the second pit stop he was just 0.2 seconds behind. A slick stop saw Anstey leading on lap four but two poor pit stops by Dunlop saw him lose around 20 seconds. Had his stops been as clean as Anstey's Valvoline Racing by Padgett's team, he would have been leading the race.

Due to starting and pit stops, on a six-lap race on the 60.73km Mountain

Course, there's only one flying lap which is the final lap. Anstey held up under Dunlop's pressure to record a 131.797mph (212.107km/h) finish, giving him his 10th TT victory and his first in a senior, six-lap event.

Dunlop's final lap charge ended at the Nook when he crashed out after tangling with Scott Wilson, allowing James Hillier to take third behind Hutchinson.



The race was red-flagged as a result of the crash so seventh place onwards was taken from the end of the fifth lap.

MT's Cam Donald gave the new Norton team its first-ever race finish, coming home strongly in 18th position.

The heavily bearded Anstey was highly emotional after the event and it was a hugely popular win among the TT faithful.

SIDECAR TT - RACE ONE AND TWO

Here's a surprise: Manx locals Dave Molyneux and Ben Bins didn't win either sidecar event. Molyneux is the best-credentialed outfit racer in the modern-era TT but he stopped on the first lap at Brandish to make adjustments and then pulled out completely, leaving Ben and Tom Birchall to win by 25 seconds from John Holden/Dan Sale.

Molyneux and Bins returned with a vengeance in race two but could only manage second place despite setting a new lap record of 116.78mph (187.93km/h).

The Birchalls won race one in a new race record time with Conrad Harrison and Mike Aylott taking third.



All-Kiwi team of Colin Buckley and Robbie Shorter reeled off a sensational three laps to finish 16th.



Ben and Tom Birchall won the second race by a record-breaking seven seconds.

In a race full of personal best laps, French woman Estelle Leblond, partnered by Sebastian Lavorel, cemented her status as the fastest female driver around the Mountain Course with a lap of 107.29mph (172.66km/h) to finish in 18th position.

Fiona Baker-Milligan, passenger to her father Tony, recorded a lap of 109.32mph (175.93km/h), the fastest lap by a female passenger.

Australasian interest was focused on the all-Kiwi team of Colin Buckley and Robbie Shorter racing under the Carl Cox Motorsport banner. Initially given a start number of 41, after qualifying this was dropped to 24. Buckley and

Shorter reeled off a sensational three laps to finish in 16th position at an average speed of more than 106mph (170km/h) and a best lap of 107.3mph (172.68km/h).

For finishing with a certain percentage

“In something that could only happen at a TT, leading rider Michael Dunlop walked out on the Milwaukee Yamaha team just two days before the opening race”

of the winner's overall time, the duo received a bronze replica trophy.

The Birchalls won the second race by seven seconds.

The all-New Zealand team of

Buckley and Shorter improved on its first race effort to miss out on a top 10 placing by only one spot, again winning a bronze replica.

SUPERSPORT TT – RACE ONE

Ian Hutchinson (Yamaha), the ‘Bingley Bullet’, took a fairytale victory in the opening Supersport (600cc) race on Monday evening when he came home 7.7 seconds clear of Bruce Anstey (Honda), reversing the results of Sunday’s Superbike race, with Gary Johnson (Yamaha) in third.

It was Hutchinson’s ninth TT win including his incredible five-win clean sweep of the 2010 TT event.

Anstey fluctuated from fourth to second position and during the second lap got within 2.4 seconds of Hutchinson. The Bingley Bullet had a lightening pit stop, though, and put on 6.6 seconds over Anstey by the time both arrived at Glen Helen.

The 35-year-old Yorkshireman was able to control the rest of the race and actually increased his lead towards the end.

Others not so blessed included Michael Dunlop (Honda) who retired from 12th position on the first lap and crowd favourite Guy Martin who would have placed forth but incurred a 30-second penalty for speeding in Pit Lane.

Michael Dunlop’s brother, William, crashed and was airlifted to Nobles Hospital with broken ribs which ended his 2015 campaign.

Cam Donald’s first race on the Padgetts Honda resulted in position 13 but each of his laps was faster than the previous and he was confident the extra track time would be beneficial in race two and on the Norton in the Senior TT.

SUPERSTOCK TT

Ian Hutchinson won his second race of the week in spectacular fashion, beating Michael Dunlop’s previous race record by a whopping 32 seconds. In a stunning race, the top four

– Hutchinson, Michael Dunlop, Lee Johnston and James Hillier – were all inside the old mark.

Dunlop’s decision to switch from Yamaha to BMW for the Superstock



Lee Johnston took bronze on the electric-powered Victory. A forthcoming rival for Harley-Davidson's electric Livewire?

BELOW: Cam Donald fared better on the Padgett's Honda Supersport, finishing 13th in the first race.



race appeared to be paying dividends as he led from early in the race.

An opening lap (remember, from a standing start) of 130.93mph (210.71km/h) gave Dunlop the lead from Hutchinson by 1.6 seconds with Guy Martin in third. All three averaged than 130mph – Superbike pace.

Martin's run of average luck for the 2015 TT continued with his BMW taking what must have seemed to him forever to fire up after its pit stop. Hutchinson used the pit stop to replace his rear tyre and this gave him the edge he needed to haul Dunlop in. By the time the two leaders got to Glen Helen, the margin in favour of Hutchinson was 2.7 seconds.

Hutchinson maintained the lead until the end and finished



Guy Martin finished in third place in the second Supersport TT race. At the IoM, spectators can get very close to the action!

17.2 seconds clear of Dunlop with Johnston edging out James Hillier by just 0.27 seconds for third place.

SES TT ZERO CHALLENGE

This year's one-lap electric bike race was won by John McGuinness who broke the record he set last year, pushing the standing-start lap time to 119.28mph (191.96km/h). Bruce Anstey, who came in second, also broke McGuinness' previous record

but couldn't find the three seconds he needed to beat the Morcambe Missile across the line.

Both were racing for Team Mugen.

In a sign of things to come, third place was taken by Lee Johnston on a Victory – yes, the Victory that makes giant cruisers. Guy Martin was fourth on the other bike in the Victory team. He'd been pressed into service to replace William Dunlop who had broken a rib in a previous crash.

2015 ISLE OF MAN TT RESULTS

RST SUPERBIKE TT

Bruce Anstey (Honda)
Ian Hutchinson (Kawasaki)
James Hillier (Kawasaki)
John McGuinness (Honda)
William Dunlop (BMW)
Michael Rutter (BMW)
Dan Kneen (Honda)
Peter Hickman (BMW)
Lee Johnston (BMW)
David Johnston (BMW)

SURE SIDECAR TT – RACE ONE

Ben Birchall/Tom Birchall (LCR)
John Holden/Dan Sayle (LCR)
Conrad Harrison/Mike Aylott (Honda)

SUPERSPORT TT – RACE ONE

Ian Hutchinson (Yamaha)
Bruce Anstey (Honda)
Gary Johnson (Yamaha)
Lee Johnson (Yamaha)
Guy Martin (Triumph)
James Hillier (Kawasaki)
John McGuinness (Honda)
Conor Cummins (Honda)
Dan Kneen (Honda)
Michael Rutter (Kawasaki)

SUPERSTOCK TT

Ian Hutchinson (Kawasaki)
Michael Dunlop (BMW)
Lee Johnson (BMW)
James Hillier (Kawasaki)
Peter Hickman (BMW)
David Johnson (BMW)
Guy Martin (BMW)
John McGuinness (Honda)
Bruce Anstey (Honda)
Conor Cummins (Honda)

ZERO TT (ELECTRIC BIKES)

John McGuinness (Mugen)
Bruce Anstey (Mugen)
Lee Johnston (Victory)

SUPERSPORT TT – RACE TWO

Ian Hutchinson (Yamaha)
Bruce Anstey (Honda)
Guy Martin (Triumph)
James Hillier (Kawasaki)
Gary Johnson (Yamaha)
Lee Johnston (Triumph)
Conor Cummins (Honda)
John McGuinness (Honda)
Dan Kneen (Honda)
David Johnson (Triumph)

SIDECAR TT – RACE TWO

Ben Birchall/Tom Birchall (LCR)
Dave Molyneux/Benjamin Binns (Suzuki)
John Holden/Dan Sayle (LCR)

LIGHTWEIGHT TT

Ivan Lintin (Kawasaki)
James Hillier (Kawasaki)
Michael Rutter (Paton)

SENIOR TT

John McGuinness (Honda)
James Hillier (Kawasaki)
Ian Hutchinson (Kawasaki)
Guy Martin (BMW)
Michael Dunlop (BMW)
Conor Cummins (Honda)
Peter Hickman (BMW)
Bruce Anstey (Honda)
David Johnson (BMW)
Michael Rutter (BMW)

SUPERSPORT TT – RACE TWO

The usual suspects were at it again and Ian Hutchinson (Yamaha) completed a hat trick of wins to take out the race from Anstey (Honda) in second place and Martin third on a Triumph. It was Martin's first podium of the week after a rough few days where bad luck seemed to be keeping him behind the pack. Three Triumphs in the top 10 pleased the partisan crowd.

Anstey got within 8.6 seconds of Hutchinson heading into the final of the four laps but Hutchinson had a little in reserve, pulling away to win by 14.8 seconds.

Cam Donald repeated his performance in race one, finishing in 13th position to pick up a silver replica.

Anstey's second place was his fourth podium of the week in that position but his win in the Superbike TT would have kept him cheerful.

Both Hutchinson and Anstey lapped at more than 127mph (204.38km/h), demonstrating how fast the 600s are in relation to the 1000cc Superbike and Superstock machines. Had Hutchinson ridden his Supersport 600 in the Senior TT, he would have finished in position 14!

LIGHTWEIGHT TT

Bikes based on the Kawasaki ER-6 occupied 35 of the 37 positions in the Lightweight TT. Ivan Lintin grabbed his debut TT victory in record time from James Hillier second and Michael Rutter in third.

The front two smashed the old lap record, Hillier lapping at 120.848mph (194.486km/h) compared with Lintin's 120.845mph (194.481km/h). How about that – .005 seconds difference!

Ryan Farquhar could have figured in the results but was received a 30-second penalty for speeding in the pits.

SENIOR TT

In a result that had the massive TT spectator crowd on its feet and cheering during the final two laps, veteran John McGuinness took his 23rd TT victory, beating Bruce Anstey's outright lap record for last year's Superbike race with a sensational speed of 132.70mph (213.55km/h).

There could not have been a more popular winner. McGuinness came in 14.1 seconds clear of second placed James Hillier (Kawasaki) with Ian Hutchinson (Kawasaki) capping off a stellar week in third.

The race was disrupted by a red flag (serious crash) on lap two and was restarted as a four-lap race after the circuit had been



"TT requires preparation and respect, not a last minute, brash decision"



cleared. James Hamilton was the rider involved in the incident and he was taken by helicopter to Nobles Hospital where his condition was described as serious but not considered to be life-threatening. He was subsequently flown to a hospital in England and is said to be improving.

McGuinness' win puts him equal now with the legendary Mike Hailwood with seven Senior TT wins. Anstey, who clawed his way to fourth during the first lap, faded towards the end of the race to claim eighth position.

Guy Martin and Michael Dunlop were the best of the BMWs claiming fourth and fifth respectively.

Cam Donald didn't finish on the Norton Superbike. He was the second rider on the scene when Hamilton crashed and had to ride through a wall of flames not knowing if he was going to hit the rider or the bike.



On his way back to the pits under marshal's orders, and with his visor up, a seagull smacked into his helmet while travelling at 100mph (160km/h). He was taken to the medical centre for neck and back injuries but he miraculously got back on the bike for the restart. Losing time again due to a loose fuel cap, he finally had to withdraw after teeth were torn off the rear sprocket. He did manage a personal best lap time, though, suggesting Norton will be back bigger and better in 2016. ■

TOP: Michael Dunlop walked out his Milwaukee Yamaha team just two days before the opening race to rejoin his old Buildbase BMW team which gave him four victories in 2014.

ABOVE: John McGuinness took his 23rd TT victory.

ABOVE LEFT: Winners are grinners: Bruce Anstey (#5 Honda), Ian Hutchinson (#9 Kawasaki) and James Hillier (#2 Kawasaki) rounded out the RST Superbike TT podium.



SPANNERMAN

Let *Motorcycle Trader's* mechanical master solve your woes...

SPANNERMAN'S SOAPBOX

It's interesting in this era of massive leaps in technology and science that product recalls are becoming more frequent. The pace of development means that, to stay competitive, manufacturers may not have the luxury of time to fully develop their products before they're released in the marketplace.

It's a big risk in that product recalls can be hugely expensive even if the product fault is minor.

It won't be a big deal for Kawasaki with its recent recall of the new H2R as its sales numbers in Australia will be negligible. Apparently, the wiring harness can be pinched

or damaged in assembly which "could result in an engine stall or, in a worst case scenario, excess fuel injection which could lead to a vehicle fire". If the problem occurs when you're doing 340km/h, I think I'd prefer the "engine stall" rather than the fireball.

BMW recently recalled bikes dating back to 2002 to check the mounting flange on rear wheels which could crack if the mounting bolts are over-tightened. In the US alone, this was 43,426 units. Imagine the figure worldwide.

Honda had a problem with GoldWings which were fitted with a combined braking system where the rear master

cylinder could cause the rear brake to drag, possibly resulting in it catching fire.

If you're the first owner of the bike, the Australian distributors know who you are and will notify you if there's a recall on your model. The water gets murky once the bike has changed hands a few times or you've changed your address. How many owners has a 2002 BMW had? How can you find out about safety recalls if the distributor doesn't know who you are? It's always worth a visit to www.recalls.gov.au if only to see the horror unfolding as it happens. If you buy a new bike, I'd check it every six months.



PISTON SPEED

I'd hate you to think I read anything other than MT but some US magazines quote 'piston speed' in their road tests. What is it, why is it important enough to record and why don't you bother with it?

**Dean Claverdon,
Bondi, NSW**

Modern design has largely overtaken the significance of piston speed measurement, Dean, although I get it that it was more important in the past.

Back at the turn of the 1900s, it was popularly believed that 20km/h was as fast as you could travel before all your internal organs burst and your head exploded from the pressure.

Piston speed is a bit the same. Engineers kept raising the upper limits because engines got better so quickly.

Piston speed is what it sounds like: the speed of the piston.

It used to be used to give you a rough guide to the life expectancy of your engine's rings and bore.

Piston speed at redline is calculated by doubling the stroke, multiplying it by the revs per minute (rpm) concerned, then converting the result to meters per minute.

Despite increases in rpm limits on modern engines, piston speeds have been kept down by much shorter strokes. The theory is the higher the piston speed, the more engine

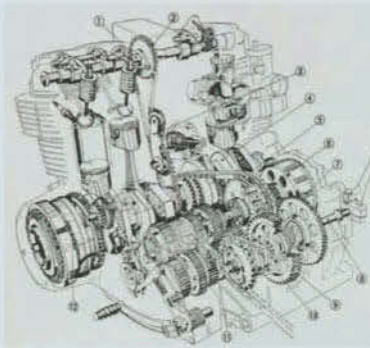
wear you'll experience.

I'm not sure if publishing piston speeds in MT would provide much relevant information. I get it that how long an engine is likely to last can be a consideration when you're trying to decide what type of bike to buy, but the days are gone when piston speeds were the only factor governing the life of the rings and bore.

This reminds me of the time Suzuki started fitting oil temperature gauges to its big-bore, air-cooled bikes. Owners

were so horrified by what they saw that it affected sales. Suzuki's response wasn't to make the engines run cooler – it simply removed the gauges.

There might be some things we're better off not knowing about.



CHAIN PAIN

My Honda CB600F drive chain is giving me trouble.

After putting back the original endless chain (having taken it off to clean and lubricate it), I noticed that when the tension was good with the back wheel in one position, turning the back wheel half a revolution made the chain very slack.

If the wheel was turned again, the chain became tight and the whole system made a terrible noise while riding.

I replaced both sprockets and purchased a new chain, but the tight-alack problem continued although it wasn't as bad.

What's the problem and how can I fix it?

**Colin Clark,
St Andrews, NSW**

Replacing the sprockets and fitting a new chain should solve the tight/slack problem, Colin, so maybe you're not giving me enough information.

Chains give you that kind of problem when they wear. Unfortunately, chains don't always wear evenly. Even though you have an endless chain, one set of 20 links might be a bit longer than another with a similar number.

You can minimise this problem with careful maintenance. A chain doesn't slide around the sprocket. Each chain roller fits between the sprocket teeth and then rotates around the pin in the centre of the chain. Lubricant is needed between the pin and its bush.

O, X and Y-ring chains seal lubricant in this spot, providing a huge jump in service life.

When you get which part of the chain actually requires lubricant, you realise what a limited job spraying the outside of the chain with oil can do. It's still important as it allows the links to move smoothly against each other and it reduces heat build-up but it's a small part of the chain life equation.

Your best bet is to keep the chain clean (toothbrush in a jar of kero every couple of weeks) and then rub it lightly with some engine oil on a cloth. Over-spraying it with aerosol packs simply allows road

grit to collect and wear out the sealing rings.

When you adjust the tension of the chain, do it with the bike off its stand and someone sitting on it. The tension of the chain varies with the movement of the swingarm, the tightest spot usually being midway in its normal travel. If you tension it at this point, it should be right when the bike is actually rolling.

Oh, one last thing – the internet is full of 'chain and



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sprocket kits' for bikes but if the centre of the countershaft sprocket isn't cut perfectly, no amount of maintenance will prevent tight spots. Factory countershaft sprockets might be more expensive but are likely to be properly stamped.

All this explains why riders with shaft drive bikes always look a bit superior...

IN THE THICK OF IT

Greetings from Vietnam. I'm an expat but still an avid reader of MT and I have a few questions for you.

I've been out of the loop on engine oil developments, but are they getting thinner? I decided to replace the oil in my CBF150 myself recently and bought a litre of average-quality 20W50 for around \$4 (a litre is all the bike takes). I thought 20W50 would be the go in this hot environment, where I would have chosen straight 40 in my old BMW R60.

Today, however, I popped into the Honda dealer on my way home from work and let them do it – a five-minute job that cost all of \$5, oil included. However, they used 10W30, Honda-branded oil. Back in the old days that would be murder in city traffic where ambient temperatures rarely drop below 30 degrees. Then again, I seem to recall that lots of bikes these days use

thin oils, what with narrow oil passages and lots of moving parts with tight clearances.

Is 10W30 all right in a hot environment these days, in a bike that's not very high-tech? Will it still do as good a job as a 'thicker' multigrade?

Rob Van Driesum, Ho Chi Minh City, Vietnam

Yep, it's hot in Bac Ho's city and oil has a devil of a job to keep the engine cool and stop it from wearing out through friction. You're rubbing our noses in it, though, Rob. MT readers in Australia have just dropped their bacon and egg rolls reading you can get an oil change (including oil) for five bucks.

You don't say it explicitly but it looks like you're talking about mineral rather than synthetic oils. Synthetic oils have a number of advantages over mineral oils (so they should for the extra price) and most of them are to do with engine protection.

Old thinking was that heavy base-weight mineral oils (20W-based multigrades or the straight 40W you mention for your old BMW) work better because even at their hottest, they'll keep the integrity of their base weight. Heat will reduce the viscosity of both mineral and synthetic oils and, at normal

operating temperatures, both will have a viscosity of around 10 centistokes (cSt or cS). In really hot conditions, this can be reduced to around three cS for the synthetic product and four for the mineral – in effect, hardly any difference.

Where the difference between mineral and synthetic shows up most significantly is in cold start-ups where, almost everyone agrees, most engine wear takes place. Synthetic 10W-30 has a much lower viscosity when cold than the equivalent mineral oil, allowing it to flow faster to protect the parts of the engine that rub together.

For your CBF150, a synthetic 10W30 would probably be your best bet to get maximum engine life although you might find you start using a little extra oil. Since the capacity is only a litre anyway, just wear the cost but keep an eye on the sight glass.

Oh, recent testing suggests, surprisingly, that synthetic oil provides better boundary lubrication than mineral oil. Boundary lubrication is essentially oil sticking to the hot engine parts after shutdown so they have some protection when the engine starts from cold again. Synthetic oils have better film strength.

I also have a BMW R60/6 although yours might have been a /5. Mine's done a million kilometres and I mostly use it for long trips and use a mineral 20W50 in it. It's a bugger to warm up but the engine stays cool at normal operating temperatures and doesn't use much oil. Horses for courses.

THE BIG SLEEP

You wrote somewhere recently about how to store a bike you won't be using for a while but I can't find the article. I'm too buggered these days to ride my late '90s Fireblade much in winter but I want it to be usable again when the sun comes out later in the year. What's the drill?

Helen Foley, Wellington, NZ

It takes a while, Helen, but it's worth the effort.

Clean the bike so it looks like it just came off the showroom floor.

Remove the fuel tank and empty it. Pour in about a quarter of a litre of engine oil and roll the tank around until the inner surface has been well coated. Pour out the left-over oil and set the tank aside while you attend to the rest of the tasks.

Empty the fuel from the carbs by draining the float bowls. Take the plugs out and squirt a dessertspoon full of oil into each cylinder. Rotate the rear wheel a few times while the bike is in top gear to coat the cylinder walls with the oil. It's easy to do with the plugs out but replace them afterwards.

Reduce the tyre pressures by about 20 per cent and fix up a stand so that both wheels are off the ground.

Lightly spray some WD40 on metal surfaces but don't get it on rubber bits or the



brakes. Grease the chain.

Take the battery out and store it somewhere out of the weather. Ideally, you should leave it on a trickle charger but, if not, charge it at least once a month.

Tie the plastic bags over the ends of the exhaust pipes to stop moisture entering and invest in a bike cover that covers the bike all the way to the ground.

Store the bike in a garage or some area that stays dry. No stored bike will live forever but the above procedure will certainly leave your bike in good condition for next summer.

While I'm thinking about it, those of you who use your bikes occasionally during winter but go for weeks at a time without using it should consider investing in a trickle charger for the battery and use fuel stabiliser in the tank. The Castrol product is good. It stops the fuel from separating and gumming up fuel injection systems and carburettor jets.

See you in summer, Helen.

CLASSIC CONUNDRUM

I recently acquired an early model Yamaha RD350 (the speedo reads in miles per hour!) and, while it looks great, the engine either dies completely when it's given three-quarters to full throttle at under 3000rpm.

The manual says the standard main jets are 140s but my bike has 150s. It always needs choke to start

but warms up quickly.

The bike is fitted with K&N filters. Altering the needle positions in the carbs seems to do nothing. They are set in the middle notch. The mixture screws are set at half a turn out.

Also, the sparkplugs have a life of only a few hundred miles before they start to misfire at 7000rpm. When they're new, the engine will run to 8000rpm. The standard B8HS plugs always seem to come out fairly clean but they have a slight, dark colour.

The previous owner told me the timing was set by a mechanic about a year ago and I think it's still right.

The bike has done 27,000 miles (remember the speedo?) and is allegedly on its third rebore and has RD400 pistons in it. I've tested it to what I think is a genuine 165km/h.

Lastly, do you know where I can get a dial gauge to screw into the sparkplug holes for timing purposes?

Victor Braim,
vbraim@gmail.com

Fitting K&N filters, by themselves, Victor, will usually make for a leaner mixture in the combustion chamber so perhaps the 150s aren't big enough for the main jets. Another possibility is the reed valves are fatigued (or broken) from age and aren't doing the job for which they were designed.

I'd look in the box of spares



that came with the bike and find the old air cleaner plumbing. Buy yourself a new air filter and refit the old system. Go back to 140 mains and leave the carb needles on the middle notch.

Got any money left? You can still get new Boyesen reeds for your RD on the interweb for around \$100 and, if you fit them with a new set of plugs, you're then in a position to start experimenting.

After the mods suggested above, you should have roughly the same performance you had before without the engine playing up below 3000rpm. If the engine still isn't revving out properly, alter the carb needle position firstly by lowering them and, if the problem is worse, then by raising them.

While you're playing around, watch the plugs carefully. Too rich a mixture (too much fuel, not enough air) will make the engine run roughly but won't do much damage. Too lean a mixture will hole the pistons.

That generation of two-strokes was hard on plugs

and a service life of 2000km wasn't unusual but if the rest of the tuning is okay, plug life will be extended considerably.

Speaking of tuning, a year is probably a bit long between timing checks.

Dial gauges are available from precision engineering retailers but, since your bike is on its third rebore, I can offer you a cheaper alternative.

From the sound of it, you probably have a couple of dozen sparkplugs on the garage floor and a few gudgeon pins left over from the old pistons.

Get an old plug and remove the ceramic part. Now find a length of steel rod which will fit through the hole which remains in the plug base (the rod should be about 120mm long).

Press an old gudgeon pin into the top end of the plug and superglue a 150mm rule to the side of it. Now solder a bit of wire to the top of the steel rod and fold it around so it acts as a pointer on the rule. You now own a two dollar dial gauge!

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DAYTONA SUPER III
OWNER: ALLEN



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OWNER: HARRIS



'63 BSA A65
OWNER: BLACKBOURN



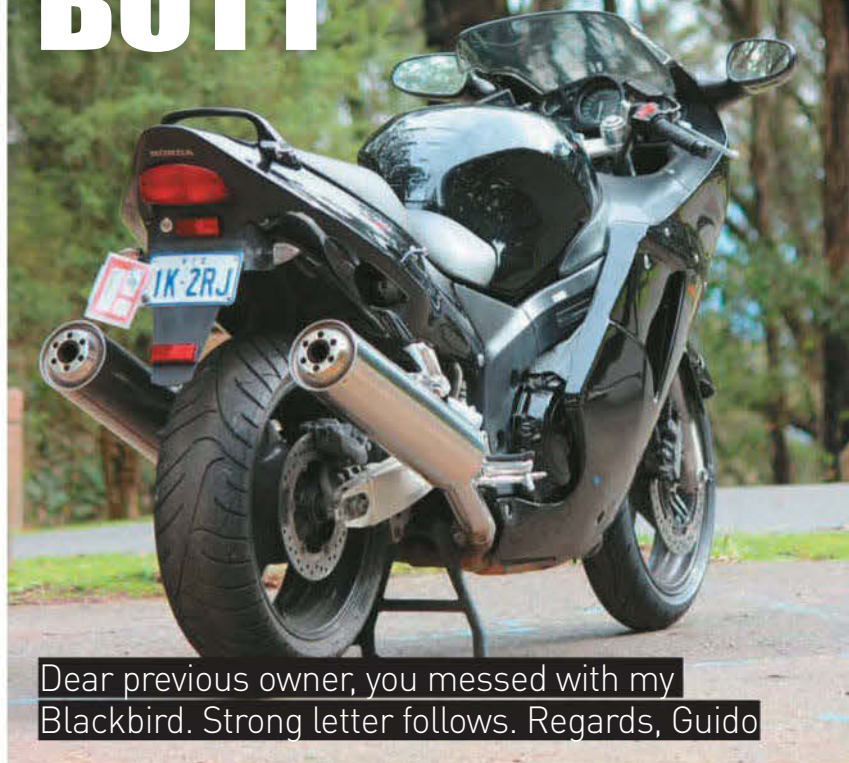
'97 HONDA CBR
1100XX BLACKBIRD
OWNER: ALLEN



'47 SUNBEAM S7
OWNER: ALLEN

RESTORING BRONSON'S BUTT

WORDS & PICS: GUY ALLEN



Dear previous owner, you messed with my Blackbird. Strong letter follows. Regards, Guido

Here's a thought for you good folk who are about to take to your motorcycle with something sharp: don't. Or, if you do, and you're about to hack away at something that might have some long-term value, think through what you're trying to achieve. Because, if I see anyone blundering away and they can't explain a clear goal, I swear I'll come round and take your bike off you.

Right, got that off the chest – much better. What got me on this hobbyhorse

was the tail end of my Honda Blackbird had literally been chopped short with a hacksaw (by a previous owner), while the original indicators had been replaced with a smaller and much lower-quality set. Worse, it was done with the use of some sort of filler from the local hardware store and the original wiring loom had been messed with. It's been annoying me for months, because it looked second-rate.

Before you get worked up, I'll hasten to add I have nothing against modifying



1



2



3

1. Guido isn't always this neat but this time there were lots of parts to consider.

2. There's a lot of hardware underneath the plastic bodywork.

3. Not only was the rear end modification clumsy, it also turned out to be ugly.



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OUR BIKES

HONDA CBR1100XX BLACKBIRD



'05 SUZUKI SV650
OWNER: MS M SENIOR



'83 KAWASAKI
GPz750 TURBO
OWNER: ALLEN



'72 NORTON
COMMANDO 850 MKIIA
OWNER: LEECH



'74 DUCATI 750 SS
OWNER: FALLOON



'84 DUCATI MILLE MHR
OWNER: FALLOON



1



2



4



3



5

1. Aftermarket indicators made Bronson look cheap.
2. Aha, that's better – an original unit cleaned up to look new.
- 3 and 4. The more original you can keep a bike, even under the seat, the more it will retain its value.
5. Hard to believe that this model CBR1100XX is now 18 years old.

motorcycles – far from it. But it needs to be done well. Chris Harris took to his BMW with the proverbial chainsaw some time ago (see the Airheads feature this issue) and it looks brilliant. It's a great example of how to do it.

By way of contrast, the chap who attacked Bronson the Blackbird had actually lowered its value without gaining any performance or aesthetic

advantage. It's called snatching defeat from the jaws of victory. Plus, I had to fit a dodgy-looking fender extension to get it through a roadworthy.

Because Bronson is a first-model Honda CBR1100XX in good nick and the 'right' colour, and I happen to like riding it, I've decided to keep it long term. It may even have minor collectable value one day. If or when I go to sell it years down the track, it will be old enough for people to want originality and that's a whole lot easier to fix now, when the bike is just 18 years old (already?!) rather than when it's more than 30 and eligible for club

KEEP THE BITS

If you're going down the road of some relatively mild modifications to the pride and joy, keep the original parts as they'll have a value when you go to resell. Buyers with an eye to the longer term love the idea of being able to take the bike back to original, even if they never actually do it themselves.

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1. It's already starting to look better.
 2. The ECU (the rectangular box with the huge plug) lives under the tail and needs to be treated gently.
 3. As long as you're not colour-blind, this is all you need to achieve clean, efficient connection.
 4. Now to reconnect the original tail light and the job's nearly done.
- Top Right: job done and Guido says it's now a keeper.

registration across the country. By then the bits will have become a whole lot more scarce.

So I bit the proverbial bullet and started sourcing replacement spares. Sadly, the rear fender, which had been cut and shut and filled, was part of a

huge piece which acted as inner rear guard and battery carrier – effectively the entire underseat bodywork. I ended up buying new, though there should be a stack of them somewhere at your local wreckers. Indicators were no drama, as they're a common Honda item. In this case, I had a slightly scuffed set laying around, which easily cleaned up.

Replacing that main panel looks hair-raising at first but, as is often the case in these situations, a patient and methodical approach wins out. You have to dismount the tail-light and indicators, the nearby engine control unit (this is where you take the greatest care as a mistake will be hideously expensive), plus the battery and miscellaneous wiring.

Removing the panel itself is a little

fiddly as it's a tight fit (a black belt in Origami would be useful) but some gentle persuasion does the trick. If nothing else, it turned out to be a good opportunity to clean out this whole area of the bike and touch up the paint on the subframe.

Getting it all back into place was easy, thanks to the fact I managed not to lose any of the fasteners (for once) and the parts are well-made, so they actually slot in without a major fight.

And the end result? To the casual observer, I spent an afternoon and a few hundred bucks making absolutely no changes whatsoever. However, if or when someone comes looking for an original first-model 'Bird in years to come, it will more than justify the investment of time and money. ■



TAIL TIDY

Want to clean up the often-messy appearance of the back end of your bike? Consider getting a dedicated tail-tidy kit. Daughter Ms A junior recently got a UK-made kit branded R&G for her 2013 Kawasaki ER6-N. Her top workshop tip is to make your boyfriend fit it.

This example came with printed instructions plus an online video and took about two hours to fit. The hardest part was pulling apart the original guard as some of the fasteners had seized.

The end result looks great, but be warned that if it rains you end up with a stripe of dirty water up your back, thrown up by the rear wheel.

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Under the hammer

Sandy Burgoyne keeps an eye on the auction world



c1964 Harley-Davidson 175cc Pacer

Sold: \$3500

This motorcycle is from Harley-Davidson's two-stroke models that are now generically referred to as Hummers. The series started in 1947 with the Model S-125, a copy of German manufacturer DKW's RT-125.

The Pacer was the

street bike of the family and was in the H-D range from 1962 to 1965. Advertisements of the time described the Pacer as "thrifty fun, lightweight action".

After the first year of production, the 175cc hardtail was given a redesigned frame with an

L-shaped swingarm with the rear shock mounted horizontally under the motor.

In 1966 Harley-Davidson rationalised its two-stroke range into a single model, the Bobcat, which was marketed in on- and off-road versions for just one year.

By that time – even with H-D's advertising might behind it – the company's Hummer bikes were not selling well due to the market takeover of competent, small-capacity Japanese bikes.

Harley-Davidson countered for a short time by importing Aermacchi models from Italy, but discontinued the two-strokes to concentrate on production of their large-capacity four-strokes. Sold at the Sydney Late Autumn Classic.

From: Shannons



1955 Vincent 998cc Rapide Series-D Sold: £56,350 (\$112,730)

Surely painting a Vincent red is a little like giving the Mona Lisa a makeover. It would be wrong to assume a misguided former owner was looking to add a bit of bling to their Rapide.

The accompanying paperwork shows this bike was bought from Conway Motors, a London Vincent specialist, in 1974 already in red livery. The vendor reported that no black paint has been detected underneath the red.

It is likely this bike came from a small number of Rapides the Vincent factory painted Chinese Red, mainly for the US market.

Phil Vincent was 50 years ahead of market trends when he decided the enclosed motorcycle was the way of the future.

He believed enclosing the engine and gearbox would make the Vincent Series D the ultimate 'gentleman's motorcycle'. In 1955 the ordered fibreglass panels were slow in arriving at the factory and the enclosed models, the Black Knight and Black Prince, went into production later than the Rapide.



Perhaps fortunately, some customers were suspicious of the new design direction preferring their Rapides naked and more than half of the production run was sold without fibreglass.

The catalogue notes several modifications, including an Alton 12-volt generator, Grosset electric starter,

electronic ignition and a Dave Hills centrestand.

An assortment of old registration papers, invoices, photocopied instruction sheets, technical literature, plus the original centrestand were included in the lot. Sold at the Spring Stafford Sale held at the Staffordshire County Showground, UK.

From: Bonhams

1974 Yamaha 49cc FS1-E Sold: £7475 (\$14,940)

This catalogue entry starts with the vendor's name: James May. If the auction house expected mention of the former *Top Gear* co-host to lift the price they were correct. This 'Fizzie' sold for three times the pre-sale estimate.

In the 1970s British teenagers needed to turn 17 before the authorities would allow them to ride a motorcycle, but they could ride a moped at 16.

Yamaha's FS1-E hit the streets of the UK in 1973 equipped with pedals, so it could pretend to be a moped. At a time when most of the other mopeds available were boring step-throughs, the Fizzie looked like a motorcycle

and came in a range of heady colours, such as Candy Gold, Baja Brown, Competition Yellow and Popsicle Purple.

A 49cc single-cylinder two-stroke air cooled rotary-valved engine powered the Fizzie, producing 4.9hp at the crank. It was housed in a pressed-steel tubular backbone frame, with a four-speed gearbox.

Pimpily youths up and down the Sceptred Isle first took to the road on a Fizzie and sales soared with around 200,000 produced for the UK market. Many owners claimed a top speed of



60mph for their FS1-E, but 45 was probably closer to the truth.

However, the city fathers were alarmed at such unbridled power being available to impressionable 16 year-olds and, in 1977, legislated to limit moped top speed to 30mph.

In a pre-auction interview James May joked he was also considering selling his paintings and collection of Scaletrix model cars.

This Fizzie sold at the Spring Stafford Sale at the Staffordshire County Showground, UK.

From: Bonhams

1963 Cushman Silver Eagle Sold: \$US3750 (\$4920)



With all the hardware this US manufactured scooter carries it looks a little like a miniature Harley or Indian motorcycle. Cushman started out producing pumps, farming machinery and other industrial engines around 1902 and between 1936 and 1965 at its Nebraska plant, it turned its hand to scooters.

Cushman scooters were used extensively at US military facilities during World War II. In the latter stages of the war in Europe the company supplied the

Model 53 Airborne Scooter, which was designed to be dropped by parachute or carried by glider behind enemy lines. This versatile army machine could tow a small trailer with a machine gun or mortar mounted on it.

In 1946 the factory introduced a civilian step-through scooter and in 1949 the Eagle series followed.

The Silver Eagle was powered by a 354cc single-cylinder aluminium engine from OMC (Outboard Marine Corporation) with electric start. Output was 9hp through a two-speed transmission.

The Eagle offered at auction came with twin spotlights, luggage rack, panniers, mudguard trim and crash bars.

This scooter sold at the Indy 2015 auction, Indiana State Fairground, Indianapolis, US.

From: Mecum

1938 NSU 601 OSL Sold: \$US30,000 (\$38,970)

From Cuba (Missouri, US, not the Caribbean republic) comes an exceptional barn find story. Imagine a rural property with a series of ramshackle sheds full of cars and pieces of machinery.

The owner is a reclusive hoarder who haunted swap meets picking up anything automotive that took his fancy. As his collection grew he would build another shed to house his latest acquisitions. Ill health recently forced him into hospital and an auction company was brought in to sell his collection.

The task of sorting was so great that some lots were pallet loads of unchecked items. When completed the catalogue ran to 1000 entries: cars, motorcycles, engines, oil cans, signs and spare parts.



Bidding was lively for this NSU 601, powered by a 24hp 562cc single-cylinder engine.

NSU was a pioneer German manufacturer that produced its first motorcycle in 1901. The company's bikes were long successful on and off the racetrack. However, it was production of the ill-fated Wankel-engined RO80 car in the late 1960s that eventually drove NSU to extinction. All lots were sold without reserve.

From: J. Wood & Co

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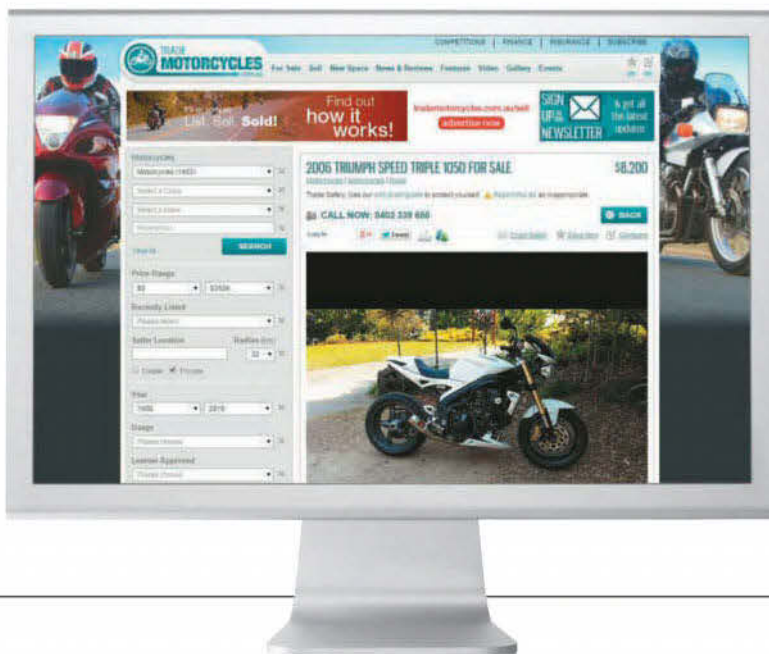
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Marrakesh express

Like the sands of time, Blackburn reminisces of a red desert, an Italian beauty, a black Norton and a goddamn yank

I've just read a ripper adventure-tour yarn in *Classic Bike* magazine by Brit motorcyclist Colin Barrington.

A truly intrepid traveller, Colin recently completed a 7000-odd kilometre round trip between the UK and the Moroccan Sahara on a WWII M20 BSA. He and his partner didn't do the ride in a cushy classic-bike convoy with service vehicle following and five-star accommodation after easy daily stages. They did it unaccompanied on the trusty side-valve thumper that, for its troubles, had to drag a Watsonian sidecar along on the journey. It wasn't for the passenger – she rode pillion. The chair was loaded to the gunwales with camping gear, spares and tools as well as extra fuel and oil. Serious respect, folks.

When I was in Morocco years ago, Marrakesh was about as far as most visitors took their Kombis, unless they were heading to Agadir for the surf. The other roads beyond Marrakesh led to the hero territory our dynamic Brit duo conquered – the Atlas Mountains and the Sahara.

Most backpackers would spend a few days based in the camping ground at Marrakesh enjoying the exotic charms of the Red City. Being on the Sahara's fringe made it all feel a bit adventurous. After an interesting Marrakesh experience, you turned around and headed back to comfortable old Europe.

On our second day in the camping ground, the timidity of our 'adventure' became obvious when a couple arrived on a motorbike. From Algeria via the Sahara.

He was tough, in fringed black leathers, with a cigar clenched between his teeth. Seriously. She was lovely, in denim. They and their black Norton Commando were sunburnt and uniformly coated in red dust.

He looked 50 but might have been 10 years younger. Sex, drugs, rock 'n' roll and desert rides take their toll. She was about 30, a long-legged, olive-skinned beauty.

"Where's the goddam reception?"

I pointed over past the toilet block. I should have guessed he'd be a Yank. He nodded and rode toward the office.



British bike. Italian woman.
What's that all about, Rob?

She turned out to be Daniella, an Italian from Brescia. Gus was from Bakersfield.

We had tools in our van and El Crappo Moroccan red wine in ugly, brown plastic bottles. They had a Norton in need of some TLC, and a friend called Jack Daniels. So we squatted round the bike, worked a bit, relaxed a bit, and shared yarns.

They'd met a few weeks earlier in Italy. She had enough english to get her message across and liked to talk. I tested my struggling Italian. He didn't give much away as if we were playing poker instead of working on a bike.

Gus adjusted the primary chain as I checked the sparkplugs.

He was on a break from oil-rig work in the Persian Gulf. He had got the bike bug on a Triumph Trophy. Shades of *Happy Days*, but he was harder than Fonzie. Riding the TR6 in Southern California gave him a taste for deserts.

Carbies and points were next.

She had enjoyed a fashionable flirtation with Marxism with a scooter-riding guy from Brescia before crossing over to ride with this latter-day cowboy.

With the Norton fully serviced, the conversation continued into the evening, contrasting her appetite for new ideas with his rigidly held, guiding certainties.

They roared off early next morning. He hadn't said where they were going.

Over the years, black Commandos and mentions of Morocco always bring Daniella to mind. ■

"He looked 50 but might have been 10 years younger. Sex, drugs, rock 'n' roll and desert rides take their toll"

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"I've had a few close calls, including brushing a rock wall with my shoulder in an unintentional Isle of Man simulation. Best I leave that stuff to Cam Donald"

Dukes of Hazard

Doom is just around the corner if you're not careful

Look for hazards, ride to live – not a bad slogan because road surfaces vary so much. When I started riding more than 40 years ago, the sages contended that you should ride within your sightline. Basically, you should be able to stop within the road space you could see. As I started on an A65 BSA (borrowed) and then an R75/5 BMW, it meant you couldn't afford to go fast anywhere as the brakes, well, compared with today's, were pretty awful. The good advice was heeded and it was only on open sweepers where real performance could be explored.

The current NSW campaign is, however, very relevant. Almost daily, I see riders accelerating hard on white lines and not avoiding the black goo that repairers appear to favour when filling cracks. This stuff provides some grip in the cooler months but if you crack open the throttle on it on a hot day, it provides little support. If you are cranked over at the same time, then the result can be potentially fatal.

On little-used outback roads, the concrete slabs over rivers or creeks can be deadly, especially in summer. Green slime grows on the slab and provides no grip. I've crashed once and, even when taking care due to the conditions, experienced front and rear wheel slides. The trick appears to be to follow the wheel tracks of other vehicles, enter at low speed, and do not accelerate, change direction or brake.

If the water is deep and there's a rock creek bed, then motocross bravado may assist, but don't rely on it. I've been known to wade creeks to assess the 'going' having once entered a Flinders Ranges creek with too much enthusiasm to find a large rock in the middle. It's a wonderful feeling to end up on the other side, facing 90 degrees to the intended direction of travel, still on board, but having had no control over the process that led to the successful landing.

There appears to be a growing tendency to ignore potholes. I keep hearing of



people who come adrift because they 'didn't see it' or didn't anticipate it. Read the road conditions. Never take for granted that there won't be one in the shadows of a tree or around a corner. If the bitumen is breaking up, then potholes are likely. After you dent a few rims and scare yourself, you tend to concentrate on where the hazard could be and ride accordingly.

I've seen moss growing on bitumen in the ranges, areas where the road may not be completely dry for months. Staying on the wheel tracks of cars may be okay but, should you venture outside them, the outcomes can be less than optimal.

I've had a few close calls, including brushing a rock wall with my shoulder in an unintentional Isle of Man simulation. Best I leave that stuff to Cam Donald.

On dirt roads, it's colour and form that usually provides the best 'read'. A change of colour usually means some alteration to the surface. In mountain areas, white dirt can mean 'granite sand'. It's good in wet times but potentially lethal if you clash with it mid-corner in the dry. Basically, it's like trying to ride on marbles. Heavy sand or bulldust can often be spotted by the 'wheel tracks', small ridges in the surface. If there's a strong wind, these indicators can be flattened out, leaving little warning of the hazard. It's sphincter country if you go from 140km/h on a hard dirt surface to deep bulldust without due warning. It's happened twice to me and provided some anxious moments. Do what the dirt boys do: shift your weight as far back as you can and keep the power on.

See you (hopefully) on the road. ■

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"We're what I'd describe as second or (more likely) third-tier collectors"

Extreme rarities

Guido recommends living in the '90s

There's a little coven of folk out there quietly eyeing the next generation of collectable motorcycles. While I'll admit to being one of them, I'm by no means at the head of the pack.

Several times over the past few years, I've been chatting away to some like-minded dingbat who's putting away motorcycles they like in the shed. We're what I'd describe as second- or (more likely) third-tier collectors. We can't afford Brough Superiors or exotic variants of Vincent, or even a modest round-case Ducati. Even a good 'Jaffa' Kawasaki Z900 would test the finances. As for a good first-model Suzuki GSX-R750, that horse may have already bolted.

However, there is a late-gen (1990s) series of collectables coming along that we can scrape up the money for. Think early Ducati 916, first model Honda Fireblade or original Yamaha R1.

That's not an exclusive list and these are not, by any normal description, pure 'classic' motorcycles. They're barely 20 years old, should actually be fully functional and very fast, and are probably reliable. In fact, they were the ultimate consumer durable of their day.

So where's the romance, the quirkiness, the seminal advance of the breed, the character-building unreliability, the style and the rarity so typical of the quintessential classic? Oh, and the proven capital gains? All of those factors are markers for the serious collector.

Here's a declaration of interest: I own two of those bikes (the Ducati and Honda) and am keeping an eye out for the third (the R1). And my shortlist of three is by no means comprehensive.

All three of the models I nominate have romance in spades. They're trying to convey a near-impossible connection between racing and the road. Okay, sometimes it's a little tenuous, but the fact is any of these toys delivers far more bang per buck than you can buy on four wheels.

For me, all three of the bikes were seminal in their own right. The Ducati for the way it made performance bike designers rethink the look and detail of their offerings. Now, anything by designer Massimo Tamburini (RIP) should be regarded as a signature art piece, along the lines of Rene Lalique and his spectacular glass auto mascots of the

1920s and '30s. The latter, by the way, can be worth six figures.

The 916, or its race silhouette, also has a stunning World Superbike series history with names such as Fogarty (UK) and Corser (Aus) on the jockey list.

Honda meanwhile happily rewrote the rules on what made a litre-class four-pot performance bike by downsizing to previously 600-class dimensions and packing rocket-like punch. Yamaha responded with an offering that introduced a new level of sophistication and grunt. All three, even now, are good if very different rides.

The trick these days is finding one in good condition. Sold to adrenaline-fuelled ratbags (which is not pejorative, as I would happily have joined them), few made it to middle age without being (A) ridden and written off by exiting at a tangent an unexpectedly sharp turn at high speed; (B) comprehensively flogged out through lack of maintenance, or; (C) being modified to a standstill with all sorts of dodgy 'enhancements'.

I bought the Ducati a few years ago and am not about to get rich on the proceeds. In fact, prices have stagnated or even softened. However it's great fun to ride and I, along with people who know better (including MT's classic guru Ian Falloon), believe they're something worth hanging on to.

As for the Fireblade, I bought a super-original one recently for full asking price, which was a fraction of what it would cost to restore – something to be explained in a future issue.

In either case, you turn the key, and the bastard will gather up the horizon at an appalling rate with a wonderful mechanical roar. They're not so much rarities as roarities. ■





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“One of my mates said, ‘Look at these inner-city hipsters lost in the hills’”

Custom eyes

Bikes are about passion and individuality – no matter what you ride

After a few balmy months overseas, we’ve come home to a Victorian winter of cold, short days that aren’t ideal for riding. But that didn’t stop me on my first weekend back from rugging up and heading for the hills to clear out the cobwebs on the Buell and meeting up with some buddies for a Sunday afternoon social.

At our regular bike-friendly watering hole there were more bikes than I expected on a brisk afternoon. Good to see others braving the elements in the name of fun instead of staying indoors thinking about it.

Among them were several home-built bikes that looked straight from an issue of *Cafe Racer*. A stripped-down Suzuki GS500, a similarly styled Sportster and a late-model Bonneville – none of them as they appeared when they graced a showroom. It was clear that they’d all been carefully and skilfully customised.

The riders completed the package: skinny jeans with trainers, retro-styled Bell helmets and vintage jackets.

One of my mates said, “Look at these inner-city hipsters lost in the hills.” I can see the humour but, at the end of the day, they were simply a bunch of friends out enjoying their pride and joy.

Motorcycling is much more than a form of transport: it’s a way of life or, at least, a passionate hobby. Within motorcycling there have never been so many sub-species and each finds humour in the other.

The boy racers: on the latest sportsbikes, with matching one-piece leathers and all looking ready to take to the track as they do their best to stay somewhere in the vicinity of the speed limit.

The weekend warriors: on the latest Harleys, head to toe in H-D clothing.

The Ewan and Charlies: adventure bikers with enough bolt-on luggage, extra fuel capacity and navigation gizmos for global expeditions. They’re dressed accordingly in armoured Gore-Tex with hydration packs and tool belts.

Now we have another group riding their bespoke creations, which can be diversified even further: cafe racers, bobbers, trackers and brats, just to name the better known. What makes a bike

qualify for one of these sub-groups?

Is it when a peers says so or when the owner sees something similar on Instagram or in a copy of *Cafe Racer* mag?

Die-hards from each group will think they’re more genuine than the next but, ironically, they all have a lot more in common than they think.

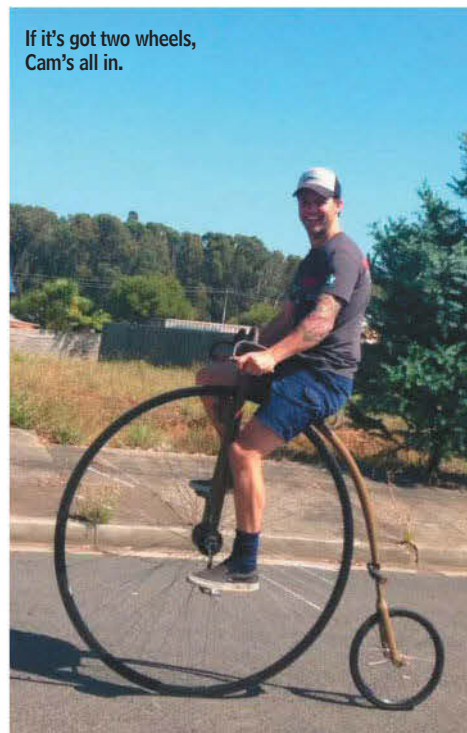
On any given weekend I could find myself riding among any of these groups and enjoy every one of them. I’m lucky enough to have a few bikes to choose from in the shed and the wardrobe to suit. I’m not one to care what others think of me, but I wouldn’t head out on the 1954 Velocette wearing a fluoro one-piece race suit.

Everyone has an image, even when someone says they don’t care how they look or if they fit in – that’s an image in itself. When choosing and riding a bike, the vast majority of us are making some kind of statement about ourselves.

We are showing the world we’re an individual. Firstly, by choosing an exciting form of transport and then what bike we ride. Every day I see bikes being ridden with changes made to suit their owner.

It may be a slip-on muffler on a

**If it’s got two wheels,
Cam’s all in.**





The latest bedroom poster at the Donald estate.

sportsbike, sissy bar on a cruiser, luggage rack on an adventure bike. Some of these are for performance, some practical and some styling. But each change was made by the owner to make the bike suit them.

That's why I've become a fan of the recent custom-bike craze; it's a brilliant way to express yourself through your motorcycle. It's also a great avenue for more people to become involved in motorcycles as custom bikes are also owned by younger people who are new to bikes.

It's opening the world of tinkering to many who may not have otherwise. A lot of these stripped-down street bikes not only look cool (again, that's an opinion), they're also fun to ride.

Let's face it, it's easier to ride in and around town on an SR500 with a low seat than a 1200cc BMW or Harley Road King. Another huge appeal is that they're not focused on big performance. Yes, most are stripped down to save some weight but it's not the 0-100mph figures that flick the switch for their owners – it's about style and having fun without having to travel at a warp speed. Trying to ride a motorcycle and keep your licence is only becoming harder, so why not ride something that's fun to ride slow.

Take a new sportsbike for a ride with a full-face helmet at the national speed limit and see how many senses are heightened, apart from the stress of trying to spot the next speed camera!

Take the same ride on a rigid rear bobber with narrow 'bars and an open-facer. The bike will be giving you plenty of feedback and 100km/h actually feels fast. If you ride a bike for some excitement then most of these will supply you with some of



that. Even if it's just the excitement of your handy work holding together to get you home!

It's about the pleasure of working on your machine and enjoying the ride afterwards. For some, that's machining a part in a well-equipped garage while for others, it's buying a part online to have fitted at the local bike shop. Both can be done by a passionate owner. Both smile just as much when they get the job done and head out to enjoy the result.

I try not to pass judgement on how others go about motorcycling but I still do; I have my own opinions on what's hot and what's not. After years of selling accessories I can vouch for how different people's tastes are.

Trends will come and go and if I could predict the next one I'd be richer than I am now. Like most trends, what's old is new again and the current crop of customising is not dissimilar to what the rockers and rebellious youth were doing 50-odd years ago.

When I was young the only bikes that excited me were the latest and greatest. Now in my mid-30s, I have a growing passion for classics but also appreciate the practicality of a modern bike.

There are plenty of brands now producing new classic-style bikes; the best of both worlds. The likes of Triumph's Bonneville, Kawasaki W8000, and the recently launched

Ducati Scrambler all mix the old with the new to varying degrees and already appear somewhat customised straight off the showroom floor. I used to turn up my nose at this motorcycle segment. Not anymore.

Want a classic-looking bike then ride a classic was my thinking, but time passes and things change. As I grow older my opinion has changed.

Since I first laid eyes on the new Norton Dominator SS I hatched a plan to have one in the shed. Racing for Norton and seeing the bikes being built first-hand only made me want one more. No, I wasn't given one but I did manage to sort a deal to put my name on the waiting list. So, with a little luck, by summer I'll have my own retro-styled modern motorcycle. I guess that will make me a member of yet another sub group of motorcycle ownership. I haven't been this excited about an impending purchase in a long time.

I remind myself not to be so judgemental and appreciate what others see appealing in their bikes. I'll continue to say 'I don't care what others think about me' yet still try and wear the gear to suit the bike I'm on. I'll still nod to oncoming Harley riders who usually reply with a blank stare, but I'm okay with that. If they are keen enough to be out in the cold this time of year then we already have something in common. ■

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BAG 'EM UP

There was a time when the motorcycle gear bag was mainly a motocross thing. Riders would throw their muddy gear inside and forget about it until the next ride when the whole lot was simply thrown into the back a ute. The rest of us cottoned on to just how handy a big, sturdy bag is on a multi-day adventure ride without a support vehicle. Ogio gear bags are legendary in the industry and its new Adrenaline bag has more storage space than Schappelle Corby could ever dream of. It features heavy-duty fabric and zippers, a host of mesh and protective pockets as well as compartments for your dirty undies. Just don't forget they're there. It also has a changing mat, a moulded tub and replaceable wheels.

PRICE: \$244.95

AVAILABLE: All good motorcycle stores

WEB: Lustyindustries.com



OGGY, OGGY, OGGY!

If there's one thing you quickly learn about motorcycles is how easily they can fall over – especially when you forget to put the stand down or while manoeuvring the damn thing in a tight spot. Unfortunately, even the smallest oopsie can cause significant damage to a bike's fairing and handlebar, making it ugly at best or unrideable at worst. Low-speed impact damage can be minimised – if not avoided – by fitting a set of Oggy Knobs. The good news is Oggy Knobs are now available for the new Kawasaki Z250SL and Z300. They're easy to install and look pretty cool as well. Available in black or white.

PRICE: Z250SL \$185, Z300 \$319

AVAILABLE: All good motorcycle stores

WEB: www.Kenma.com.au



REFLECTING ON LOOKS

Mirrors are fitted to motorcycles for safety reasons: so you can see behind you without having to take your eyes completely off the road, in case you were wondering. But when it comes to adding a few personal touches, a mirror need to serve two purposes: style and substance. The Scorpion range of mirrors look good and are fitted with mirrors so they tick both boxes. Available in a range of shapes including oval, teardrop and four-point as well as a choice of black or chrome finishes.

PRICE: \$49.95 (pair)

AVAILABLE: All good motorcycle stores

WEB: www.Casons.com.au



TYRES FOR CRAZY FAST

If you want to prove a manufacturer's claim about a race tyre's grip and handling, hand it to a bunch of riders whose very existence relies on their tyres doing exactly what they expect them to do. Metzeler's new RACETEC RR Supersport tyre has been forged on the tarmac of some of the world's fastest and most dangerous road races, the Isle of Man TT, North West 200 and Ulster Grand Prix. The RACETEC RR rear tyre is now dual compound, available in most Supersport sizes and in a choice of K1 and K2 race compounds along with a K3 street compound.

PRICE: From \$229.95

AVAILABLE: All good motorcycle stores

WEB: www.Metzeler.com.au



SEE THE DIRTY ACTION

If you're into a bit of dirty adventure riding action, you really need to be able to see what's going on – never go into battle without decent goggles. The GOX Fade Volcano goggles are the latest offering from EKS Brand. They feature a lightweight frame designed to have the right combination of flex and strength to fit the contour of different face shapes. The moisture-wicking fleece lining absorbs your sweat when you're hard at it and the mirrored lens features integrated tear-off posts and a replaceable scratch and fog-resistant coating. The double-

buckle woven strap is silicone backed to stop the goggle ejecting from your helmet at the most inopportune time. Available in a range of eye-catching graphics.

PRICE: \$59.95

AVAILABLE: All good motorcycle stores

WEB: Ficeda.com.au



BETTER BREATHING BOLT

Ever tried running a marathon while breathing through a snorkel? That's how hard it is for some motorcycle engines with a standard air filter, and that's where K&N comes in. The 50-year-old California-based company's latest offering is an RK-3940 High Flow Air Intake System for the Yamaha Bolt XVS950. The filter replaces the stock item and mounts directly to the throttle body via an aluminium mounting plate, so it looks super cool as well as allowing the engine produce more power.



PRICE: From \$369.95

AVAILABILITY: All good motorcycle stores

WEB: www.CTAustralia.com.au



FOG FREE FUN

It's bloody miserable enough riding through a dreary wet and cold winter's day without the added insult of having your goggles or visor fog up, but unfortunately the two things insist on going hand-in-hand. Muc-Off may have yet to develop a way to change the weather patterns, but it has done the next best thing – bottled an anti-fog treatment. The Muc-Off Premium Anti-Fog Treatment uses moisture absorption technology and an anti-mist formula to create a transparent, micro-thin coating on your goggles or visor to eliminate fog. Each application lasts up to five days and is safe to use on all plastics and glass. Bonus MT life hack – spray it on your shaving mirror.

PRICE: \$29

AVAILABLE: All good motorcycle stores

WEB: www.Muc-Off.com



IT'S MORE THAN A BIKE

To motorcyclists there is only one Katana: a big silver sportsbike from the 1980s. A Katana is also the name of a traditional Japanese sword used by the Samurai. Ipone also makes a Katana, a 100 per cent synthetic gearbox and transmission oil developed for modern motorcycle engines. Available in 1.0-, 2.0- and 4.0-litre packs in 10W40 and 10W50 viscosity.

PRICE: 1L \$24.95,

2L \$39.95, 4L \$79.95

AVAILABILITY: All good motorcycle stores

WEB: www.Ficeda.com.au





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*Recommended Promotional Ride Away Price with no other optional extras. Offer is available from participating dealers while stocks last.

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FOUR SEASON IN ONE JACKET

There's an old trick for travelling light on a multi-day adventure ride. You can get four days out of one pair of socks and undies by wearing them frontwards, backwards, inside out frontwards and inside out backwards. RST has taken the idea further by offering one jacket to cover you for the wide range of weather conditions over a multi-day ride. The Ventilator IV jacket can be worn in four ways: outer and waterproof and thermal, outer and waterproof, outer and thermal and outer only. It also has enough pockets for an extra pair of jocks and socks. Available in sizes S-5XL (EU 40-54).

PRICE: \$299

AVAILABILITY: All good motorcycle stores

WEB: www.MonzaImports.com.au

DON'T BE LEFT DEFLATED

Motorcycles have followed the technology lead of cars in a number of areas, but there's one thing modern-day motorcycles don't do: carry a spare wheel. The 21st-century rider goes further for longer on their motorcycle. Yet regardless of what type of motorbike you ride, a flat tyre will stop you in your tracks – unless you're riding a vintage Vespa, then you'll have the spare wheel but absolutely no idea on how to change it. The Xtech Emergency Tyre Repair Kit could get you out of a sticky situation. The kit features a carry bag, reamer tool, five tyre plugs, rubber solution, hook tool, inflator tool, five 16g CO2 cartridges, cutting knife and an instruction manual. Let's hope it's one accessory you never need.

PRICE: \$39.95

AVAILABLE: All good motorcycle stores

WEB: www.Cassons.com.au



NOT JUST FOR V-TWINS

Despite its name, Maxima V-Twin Transmission and Gear Oil is recommended for use in all types of four-, five-, and six-speed high-performance gearboxes. It's a mineral-based motorcycle gear oil with high film strength providing protection against shock loads, viscosity loss and wear. The formula has been designed to allow smooth gear-shifting even when the gearbox is under peak loads at high rpm. Detergents have been added to protect the gears from wear. Maxima V-Twin Transmission and Gear Oil is also available in a range of viscosity options.

PRICE: \$21.95 (1L)

AVAILABLE: All good motorcycle stores

WEB: www.SteveCramerProducts.com.au



FINGERS NOT INCLUDED

Worrying about cold weather is for marshmallows. True hard men and women like to get out on their big V-twin cruisers and enjoy the feeling of the air blowing through their knuckle hair. When you're on a club ride nothing screams soft louder than someone wearing a pair of gauntlet gloves while the ambient temperature remains above minus-10 degrees. The aptly named Outlaw Fingerless gloves have a full-grain leather palm and a lightweight nylon breathable upper. Wearing outlaw means there's no need to remove them when sewing on your next patch or making a nice cup of tea. Available in sizes XS to 3XL.

PRICE: \$39.95

AVAILABLE: All good motorcycle stores

WEB: www.Casons.com.au



RIDE A COMFY TIGER

Adventure riding is an awesome pastime, but there are few things more uncomfortable than climbing onto your bike part way through a multi-day ride and needing to gingerly lower yourself onto the seat because you have a sore butt. If you own a Triumph Tiger 800 you now have extra reasons to rejoice with Touratech releasing a range of comfy seats to for your beast. Touratech seats extend the adjustable range of the seat both up and down and are anatomically shaped based on exhaustive testing by German bottoms, regarded as the world's best bottoms for testing seats (not a true claim).

PRICE: From \$714

AVAILABILITY: All good motorcycle stores

WEB: www.Touratech.com.au



WARMTH RIDE

Sometimes it's just not practical to wear multiple layers of clothing on a motorcycle to keep warm, and sometimes no amount of layers can keep the cold out. That's why Aussie company Avade has invented heated clothing. Its range of base-layer clothing is light enough to wear under your motorcycle gear without adding extra bulk, yet it has the ability to keep you as toasty as a Sunday morning under the doona. The heating system uses carbon-fibre heating pads front and rear which are powered by a rechargeable battery pack and controlled via a button on the right wrist. An adapter to plug into a motorcycle's power output can also be fitted.

PRICE: \$ 199 with free shipping within Australia

AVAILABILITY: All good motorcycle stores

WEB: www.Avade.com.au





BIKE BUYERS GUIDE

RETRO



BMW R nineT

BMW

R nineT	1170cc DOHC boxer	\$21,250
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DUCATI

Scrambler Icon red	803cc DOHC V-twin	\$12,990
Scrambler Icon yellow	803cc DOHC V-twin	\$13,140
Scrambler Urban Enduro	803cc DOHC V-twin	\$14,990
Scrambler Classic	803cc DOHC V-twin	\$14,990
Scrambler Full Throttle	803cc DOHC V-twin	\$14,990

HARLEY-DAVIDSON*

Sportster Seventy-Two	1202cc pushrod V-twin	\$18,495
Sportster Forty-Eight	1202cc pushrod V-twin	\$18,995

KAWASAKI

W800 SE	773cc SOHC I-twin	\$12,499
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LARO

Venom 350	320cc DOHC I-twin	\$4250
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MOTO GUZZI*

V7 II Stone	744cc pushrod V-twin	\$14,000
V7 II Special	744cc pushrod V-twin	\$14,500
V7 II Racer	744cc pushrod V-twin	\$17,000

ROYAL ENFIELD*

Bullet 500	499cc pushrod single	\$7990
Classic 500	499cc pushrod single	\$8290
Classic Battle Green	499cc pushrod single	\$8490
Classic Chrome	499cc pushrod single	\$8490
Classic Desert Storm	499cc pushrod single	\$8490
Continental GT	535cc pushrod single	\$8990

SUZUKI

TU250X	249cc SOHC single	\$5990
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TRIUMPH

Bonneville	865cc DOHC I-twin	\$12,490
Bonneville TT/Newchurch	865cc DOHC I-twin	\$12,990

NB: The following list comprises retro-styled bikes, excluding cruisers. Unless otherwise stated, all prices are Manufacturer's List Prices and exclude dealer and statutory charges. Check with your local dealer for more information.



Ducati Scrambler Icon



Kawasaki W800 SE



Yamaha XJR1300



Royal Enfield Continental GT



Harley-Davidson Forty-Eight

Bonneville T100 Black	865cc DOHC I-twin	\$13,490
Bonneville T100	865cc DOHC I-twin	\$14,250
Scrambler	865cc DOHC I-twin	\$14,390
Thruxton	865cc DOHC I-twin	\$14,390

VESPA

PX 150	150cc 2T single	\$6490
GTS 150 3V	154cc SOHC single	\$6590
GTS 250 FL	244cc SOHC single	\$7890
GTS 300 Super	278cc DOHC single	\$9190
GTS 300 Super Sport	278cc DOHC single	\$9490
946 Bellissima	125cc SOHC single	\$3990

YAMAHA

Bolt C-Spec	942cc SOHC V-twin	\$12,499
XJR1300	1251cc DOHC I-four	\$13,999

* Denotes rideaway price

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FREE \$1,000 Pack
YAMAHA XVS400 CUSTOM BOBBER V-twin, 400cc, many custom versions & options. Vin 8117. TA547689. **From \$7,990**



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YAMAHA XVS400 V-STAR 400 & 650cc, 2015 compliance, classic version, LAMS approved, many more custom options. Vin: 6116. TA298495. **From \$5,990**



FREE \$1,000 Pack
YAMAHA XVS400 V-STAR 400 & 650cc, 2015 compliance, classic version, LAMS approved, many more custom options. Vin: 2119. TA618952. **From \$5,990**

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- 15% OFF** All accessories for 2 years - value \$\$\$\$
- 6 MTHS** Warranty (Conditions apply) - value \$\$\$\$

FREE \$250 JACKET

*Conditions apply



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HONDA VLX400 STEED bobber springer design, custom bars, 21" front wheel, custom springer front & much more. Vin: 0086. TA423785. **From \$7,490**



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HONDA VT400 CUSTOM SHADOW, LAMS 400cc, Soft tail design, many colours & options, design your own Vin: 1997. TA476977. **From \$5,990**



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1965 TRIUMPH TR6SR 650 SPORT TROPHY

This is the first example of this rare model we have ever had to offer for sale. The bike has matching numbers and has done only 4000 miles and is just beautiful. VIN # TR6SR.DU22206. TA618596. \$14,950



1982 YAMAHA XJ650 TURBO

This is an original low mileage example. This bike runs really well and are a very fast motorcycle. VIN # JYA16G008DA100869. TA618597. \$6,750



1980 BMW R65LS

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1975 HONDA CB400 FOUR

Just arrived from the USA, this bike runs and rides very well. One of the most popular Honda models ever built. VIN # CB400F-2002598. TA618621. \$6,950



1973 KAWASAKI H1 500 TRIPLE

This bike kicks over and is an easy winter restoration project. These are getting hard to find and are worth big money restored. VIN # H1F-15387. TA618652. \$5,950



HONDA GL1100 GOLD WING

November 1980 (1981 Model). This bike is in beautiful condition and has done only 14000 miles from new. A superb riding machine. VIN # 1HFSC0202BA111245. TA618655. \$7,950



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This is an original example of Honda's six cylinder super bike. Runs and rides superbly. VIN # CB1-2006556. TA618657. \$16,950



1978 YAMAHA XS650 SPECIAL STREET CAFE RACER

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KAWASAKI A7 350 AVENGER TWIN

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1982 KAWASAKI GP750

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1969 TRIUMPH TR6C 650 TROPHY

This is an absolutely beautiful matching number motorcycle that runs and rides superbly and is very well priced. The TR6C models are hard to find. VIN # DC17183.TR6C. TA618674. \$12,950



1970 TRIUMPH T120R 650 BONNEVILLE

This is a very nice matching number example. The 1970 Bonneville was the very last of the dry frame models and rated as one of the best. VIN # BD42125.T120R. TA618676. \$14,950

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1949 TRIUMPH TIGER 100 500 RIGID

For complete restoration. This is a perfect restoration project for the winter. Rigid Triumphs are hard to find. VIN # T100.9105070. TA618857. Winter project special reduced from \$6,250...\$4,950



1981 HONDA CT 110

This is a very low mileage bike in original condition. VIN # JH2JD0108BS102393. TA618872. \$2,950



1973 TRIUMPH T150V 750 TRIDENT 5 SPEED

This is an immaculate low mileage matching number motorcycle that runs and rides superbly and is great value for money. VIN # T150V.EJ42260. TA618874. \$9,950



1960 BSA C15 250

This is a beautiful example of this popular classic motorcycle. This was the model everyone wanted as their first bike in England as a learner as it was the fastest bike available that was learner legal at the time. VIN # C15.34103. TA618876. \$5,750



1924 HARLEY DAVIDSON JD1000

This came to us from a deceased estate collection from Northern Italy. The bike was originally sold in Australia and taken to Italy 25 years ago. A rare opportunity to get hold of one of these great old bikes VIN # 24JD8940. TA618877. \$37,500



1958 LAMBRETTA LD125

Nice tidy Lambretta. VIN # 548879. TA618879. Winter Special Reduced from \$7,950...\$5,950 Be quick for this



YAMAHA DT400 TRAIL

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1964 VELOCETTE LE 200

This is one of the best models of the LE200 as it featured the upgrade to a kickstart from the old hand start lever and a foot change gear lever instead of the old hand change. This example is all original, use as is or restore. VIN # 5782/34. TA618886. \$3,250



1950 BSA STAR TWIN 500

This is one of the very rare twin carburettor models that were made. This motorcycle is in very nice condition. A rare and collectable motorcycle. VIN # ZA7S.9067. TA618887. Winter Special Offer reduced from \$14,950...\$12,950



1952 BSA WINGED WHEEL

This is an excellent example of this popular commuter bike from the 1950's. This bikes runs and rides well. VIN # J50147. TA618889. \$2,950



1956 FRANCIS BARNETT 197

This is a perfect winter project to clean this bike up ready for riding in the Spring. A great value bike. VIN # 91259. TA618892. \$2,950



1955 BSA BANTAM D3 MAJOR 150

This is a very nice restored example. VIN # CD3.817. TA618893. \$5,500



1954 TRIUMPH TIGER 100 500

First of the swing arm models with the all alloy engine and the Pie Crust front wheel hub with the vented brake. One of Triumphs early sports bikes. VIN # 52888. TA618894. Winter Special Reduced from \$14,950...\$12,950



TRIUMPH 3TA 350 TWIN

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TRIUMPH THUNDERBIRD 1961, very nice, old restoration with minor use since its completion. Bike is fitted with an absolutely gorgeous Watsonian double adult side car. This outfit is freshly imported from the UK and ready for the lucky owner to ride away!. F4610 M. TA615989. **\$25,000**



TRIUMPH BONNEVILLE T140V Silver Jubilee 1977, The best of the oil-in-frame Bonneville. This was the motorcycle that was made to celebrate Queen Elizabeth the Second's silver Jubilee. With very limited production, these collector's items are fast becoming hard to find. T140VXP80636. TA468827. **\$16,000**



YAMAHA RZ350 1983, One of the most enjoyable street bikes around. Recent top end rebuild. 35G000686. TA477173. **\$8,500**



SUZUKI GSX 1100 KATANA 1984, Last of the Katana's and very rare in red! Immaculate low kilometer all standard except Ohlins rear shocks. Runs like new but handles even better. Original exhaust system also in excellent order. GS110X-542840. TA621845. **\$16,000**



VELOCETTE LE Year unknown. Hand start machine. Used in England as police bikes. This is a 2 stroke water cooled apposed twin engine. Comes with tool kit and saddle bags. Great running machine. S119. TA559312. **\$4,500**



KAWASAKI Z900 1976, Has done just over 18000 miles. It's in beautiful condition, runs well! Original unrestored bike with an after market four into four replica exhausts. Rusty spokes and a torn seat is all that seems wrong with this bike! Get in quick!. Z1F-509589. TA584851. **\$13,000**



KAWASAKI Z1R MKII 1980, 1000cc, beautiful original bike with Koni shocks on the back and Factory Emergency kick-starter under the seat. Rides like a dream! Great Classic, push the button and you are ready to go!. KZT00D-020742. TA623354. **\$14,500**



TRIUMPH BONNEVILLE 1966, flat tracker style with Harley Davidson XR750 body work, built to race in the Burt Monroe challenge in New Zealand. Too many go fast bits to list!. DU28308TR6R. TA540213. **\$22,000**



HERCULES W-2000 1976, The Hercules motorcycle company started producing motorcycles in 1904. In 1974, Hercules became the first motorcycle company to offer a Wankel engine in a motorcycle. The W-2000 has a single rotor air cooled engine of 232cc that produced 32 horse power. A very expensive motorcycle in its day. This example has done less than 20,000 miles and is in beautiful, original condition and a very rare and exotic motorcycle as most people have never seen one. 480000792. TA609764. **\$18,000**



TRIUMPH T120R 1968, This 1968 Triumph Bonneville is showing 1500 miles on the clock - we can't tell if this bike is in beautiful original condition and stored in someones wardrobe or whether it has undergone a recent restoration. Rest assured it is in beautiful condition - rides like new! The 1968 Bonneville are arguably the most sort after of the Bonneville's! So be in quick before it rolls out the door!. T120RDU79290. TA612725. **\$16,500**



LAVERDA RGS1000 1983, The RGS 1000 introduced in 1983 as a sports tourer, sported features such as unbreakable boxflex plastic fairings, fuel filler in the fairing and adjustable foot peg position. They are beautifully streamlined, beautifully styled Italian motorcycle with the throbbing 1 litre triple power plant as the heart. These bikes are a joy to ride and this one in particular has only traveled 3400 km's from new and presents as a new motorcycle. I personally haven't seen anything this nice in an original, untouched Laverda. LAV1000RGS1960GMS07360M. TA615800. **\$18,000**



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KAWASAKI H2 A 1973, Ultra rare H2A with 7673 genuine miles. Freshly repainted in its original Candytone Purple colour. Be very quick!. H2F25631. TA456635. **\$22,500**



NORTON 750 COMMANDO 1969, Highly desirable Fastback. Borrani style Alloy rims, helmet Lock and Green dot instruments. 133732. TA528210. **\$18,000**



TRIUMPH T100 1956, Very nicely restored "alloy" tiger fresh out of a private collection! For you to enjoy right away. S66. TA477148. **\$19,500**



INDIAN CHIEF 1947, Fantastic Patina. This bike just competed in the Great Race in America and traveled around the Grand Canyon for 14 days. All original Indian parts made in America. Comes with warranty. Fresh top end rebuild. S126. TA559355. **\$38,500**



SUZUKI RE-5 ROTARY 1974, Australian delivered machine with one owner since new. 18,597 kms. Vin RE5-11694. TA342442. **\$16,000**



YAMAHA GTS1000A 1993, One of 29 Australian delivered machines with 20016km's. Yamaha's first fuel injected bike. Also their first bike with ABS. The only Japanese bike with hub steering! Rides well!. S121. TA559318. **\$13,500**



HONDA GOLDWING 1975, 1000cc, original condition, fitted with touring seat, otherwise standard. Vin# GL11008795. TA319066. **\$11,500**



HONDA GB250 1988, Awesome little cafe racer designed and built in Tokyo, Japan! Learner approved, Ready to go!. MC10-1401389. TA603958. **\$7,500**



LAVERDA SFC1000 1987, Here is your chance to get your hands on the very last and very best of the Italian triples!. LAV1000RGS3113. TA419926. **\$26,000**



HONDA CB750K 1977, The very last of the classic SOHC Hondas. Extremely low miles, invest and enjoy at the same time. Antique Motorcycles - 03 8373 7266. CB750K2713483. TA479507. **\$8,500**



SUZUKI GT750 A 1975, Melbourne delivered, one owner. 30,000 genuine kms, dealer installed "stone" type fairing and low bars (easily removable). Irreplaceable motorcycle!. GT75075629. TA504642. **\$17,500**



YAMAHA TZ350 E 1978, Fully rebuilt from top to bottom. Currently lubricated and dry stored for display. This bike can be reactivated for racing at a moments notice! Front row machine for period 4 racing class. Museum quality restoration. 383996292. TA510821. **\$18,500**



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HONDA CBR250R

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2011, Wrecking only. TRI491. TA624616.



HONDA CBR1000

2009, Wrecking only. H609. TA624618.



SUZUKI DL650

2009, Wrecking only. S680. TA624619.



YAMAHA XVS650

2010, Wrecking only. Y577. TA624620.



KAWASAKI NINJA EX300

2013, Wrecking only. K453. TA624622.



KAWASAKI NINJA 650L

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SUZUKI DR650

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TRIUMPH BONNEVILLE

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KAWASAKI VN1600

2003, Wrecking only. K451. TA624632.



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- semi auto
- kick/electric start
- 10" wheels kids size

\$899



AES110 DINOSAUR

- Kids size
- 4 stroke 110cc full auto
- Governor screw

\$899



AES150 CAMEL

- Adult size
- 150cc GY6 engine
- CVT full auto with reverse

\$1650



EAE250U TANK

- Upgraded heavy duty model
- 250cc air cooled 5 speed manual
- 10" inch wheel
- Farm/Recreational

\$2200



AES125K KATAR

- Kids midium size
- 4 stroke 125cc semiauto
- superior frame

\$1099



EURO200

- Adult size
- 200cc CVT full auto
- Alloy rim

\$2500



AES400 MUDDY

- 400cc water cooled SOHC
- Full auto CVT 2wd/4wd
- Hi-Lo-Rev
- Independent suspension all wheel round

\$5500



AES700 MAMMOTH

- 700cc water cooled 4 valve SOHC
- Full auto CVT 2wd/4wd
- Hi-Lo-Rev
- Independent suspension all wheel round

\$8500

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IMPORTANT THINGS YOU NEED TO KNOW: Recommended Retail Price (RRP) or Sale Price includes GST, where applicable, but does not include freight or handling, dealer pre-delivery & on-road costs or fitting & labour costs for accessories. Most optional equipment pricing quoted is based on factory fitment.



HARLEY-DAVIDSON FAT BOY (FLSTF)103

2013, Great bike, well looked after.
Books fully serviced see for yourself.
1690cc Saddle bags super tune. Just serviced.
Save dollars on this one.
Lots of screaming Eagle parts Tank Bib and more
HARFB. VIC. DIY622731.
0425 743 438.
\$22,000 ONO



DUCATI DIAVEL

2011, 1200CC - Exceptional condition.
One owner from new.
6.000 km
New tyres
New oil every 1000km
Always garaged and covered, QET 37. NSW. DIY617964.
0434 844 444.
\$20,000

Buying Hints & Tips

- Check the price – if it's too good to be true, it probably is
- Check the phone number
- Talk directly with the seller (not an answering machine)
- Be wary if a seller asks you to transfer funds overseas or interstate using a service like Western Union for example (this is a common fraudulent practice)
- Avoid communicating only by email and NEVER send your personal details to an untrusted email address (Bauer Trader Media does not publish email addresses)
- TRUST YOUR INSTINCTS – At the first suspicion, re-assess

If in doubt, report a suspicious ad to our Customer Care team by calling

1300 362 272



HARLEY-DAVIDSON SPORTSTER 883 (XL883)
1993, 38,000kms. Four leading shoe front brakes. Outer Cycle performance exhaust. Big tacho, Koni shocks. Compliant, VIC.
DIY623646. 03 5127 6096.
\$12,600



SUZUKI GSX1400
2008, Only 17000 KLMS. Yoshimura tri oval exhaust. K & N Filter. Books & workshop manual. Faultless condition. Mature owner. Fast & comfortable. Great two up. Michelin pilot 11's, NSX-40. NSW. DIY623583. 0488 616 166.
\$8,500 ONO



HONDA SHADOW

2006, 21,000kms. Completely stock. Serviced every 6,000kms. Original tyres replaced at 20,000 with Michelin Commanders. Has a new battery. Runs very well. Ph: 08 8588 7305, S70 ASC. SA. DIY599531. 0457 089 988. **\$4,950**



DUCATI S4

2001, This is a very unique bike, having been built over a 6 year period. It has been extensively modified to be an awesome café racer, way too many mods to list here. Call me for a rundown on this show winning bike, AT350. VIC. DIY612031. 0418 170 369. **\$25,000 NEG**



TRIUMPH BONNEVILLE EFI SE

2009, New chain and sprockets fitted, high flow Triumph mufflers fitted. Ventura rack & kneepads also. One owner since new. All service records. Modern classic, CW 49. NSW. DIY598696. 0417 668 722. **\$8,000 ONO**



HONDA ST1300 ABS

2013, In new condition. Owner wanted a white bike taken off police line. Dual pillion & heat deflection mods. Single saddle & cover available with bike, 037-JN Qld. QLD. DIY618593. 07 4775 6791. **\$18,500**



SUZUKI GSX-R1100H

1987, 10,000kms. Bike is imported from Japan and has all documentation. Low original kms. NEW Ohlins monoshock. Has been updated with Honda master cylinders & Billet levers. New rear tyre, GU 74A. QLD. DIY618287. 0412 779 497. **\$9,500 NEG**



YAMAHA FJ1200

1991, (2016 becomes a classic). Blue/silver. 53,000 original kms. Excellent condition. Full fairing. 4 into 1 exhaust. Gear sack. New battery, tyres, chain & brakes., VIC. DIY624080. 0409 864 998. **\$4,800 ONO**



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TRIUMPH THUNDERBIRD 2010, 1600. Black and chrome almost everything...wheels, fork lowers etc. Sissy Bar and rack, Quick release Saddle bags non Triumph, Triumph touring screen, QVR16. NSW. DIY620969. 0402 246 987. **\$15,000**



SUZUKI GSX-R750 2005, Good to fine. Goes well. Good tyre, nice bike, Yes. QLD. DIY624722. 0422 050 670. **\$5,500**



HARLEY-DAVIDSON FAT BOY (FLSTF) 103 2013, Great bike, well looked after. Books fully serviced see for yourself. 1690cc Saddle bags super tune. Just serviced. Save dollars on this one. Lots of screaming Eagle parts Tank Bib and more, HARFB. VIC. DIY624782. 0425 743 438. **\$22,000 ONO**



HONDA CB750/4 K2 1973, Turbo Charged Custom. Unfinished project. A very unique bike. Frame is a modified Santee with soft tail conversion, .. VIC. DIY619988. 0417 940 126. **\$13,000**



KAWASAKI Z1 900 1973, Genuine early model of this classic super bike. Deserves a professional restoration. Bike has been stripped & the frame straightened, strengthened & resprayed, URL31. NSW. DIY599646. 0456 125 540. **\$13,000 ONO**



TRIUMPH ROCKET III 2007, Very good condition, new rear tyre, serviced, gel seat, log book, spares, extra seat, RWC, & rego, 0961B. QLD. DIY604533. 0403 697 173. **\$12,500 O.N.O**



KAWASAKI NINJA ZX-10R 2004, Once in a lifetime opportunity to own a truly desirable one-off pro custom streetfighter! If you have EVER wanted to own the ultimate custom bike - THIS IS IT!, 594IU. QLD. DIY624801. 0478 408 933. **\$25,000**

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or call 1300 362 272



KAWASAKI KLX250S

2011 Commuter during the week and loads of fun on the weekend! The bike has been used as a road bike and did not have a hard life. We have just serviced it and fitted a new rear tire. It runs and rides perfect.

Better Bikes Sydney. GGA21. TA611519.

02 8279 7162

\$4,750



BMW K 1600 GT

2013 Low Kms and Immaculate Grand Tourer. PROCYCLES. AMR16. TA623686.

02 8279 7198

\$24,990



HUSQVARNA TC 85 BW

2014 1-cylinder 2-stroke engine, water-cooled, with reed intake and exhaust control displacement. BYRNNERS MOTORCYCLES PTY LTD. 054. TA518534.

03 8373 7213

\$6,490



BMW S 1000 R

2015 Immaculate New Model Demo with Low Kms! PROCYCLES. AKT37. TA623684.

02 8279 7198

\$20,990



HARLEY-DAVIDSON ROAD GLIDE CUSTOM (FLTRX)

2012 This Australian delivered Roadglide has low km's, books, both keys and fobs. The Roadglide is beautiful handling Harley with good ground clearance. Our bike is ready to take on the open road and cover some miles. Better Bikes Sydney. NOX93. TA613132.

02 8279 7162

\$21,490



KAWASAKI KLR650

2014 SAVE ON RUN OUT KLR650. INSPECT NOW, THIS PRICE IS FOR A LIMITED TIME ONLY. WE ARE LOCATED BAYSIDE ONLY 20 MINUTES FROM MELBOURNE CITY. FINANCE AVAILABLE T.A.P. Motogo. S78. TA622587.

03 8373 7281

\$7,690 RIDE AWAY



SUZUKI RMX450Z

2015 Serious performance for the trails, with full ADR approval. In stock and available now. Motogo. S67. TA609111.

03 8373 7281

POA



SUZUKI GSX-R600

Suzuki GSXR600 2007. BYRNNERS MOTORCYCLES PTY LTD. S89. TA621137.

03 8373 7213

\$6,990



BMW R 1200 RT

2005 Excellent For It's Age. PROCYCLES. TZA89. TA605618.
02 8279 7198

\$12,990



KAWASAKI KLX110 MY14

2013 SMALL WHEEL. Sale now on! Unbeatable prices guaranteed. We are located just 35 minutes from Melbourne's CBD. BYRNNERS MOTORCYCLES PTY LTD. 584. TA518535.

03 8373 7213

POA



BMW F 800 GS

2014 Great Condition! PROCYCLES. BMWF800GSB0000000. TA623668.
02 8279 7198

\$13,990



SUZUKI TU250X

Brand New Retro Suzuki 250cc. \$5,990 ride away. BYRNNERS MOTORCYCLES PTY LTD. S74. TA617436.

03 8373 7213

\$5,990



HONDA CB1100F

2010 This CB1100F has been well look after and presents in outstanding condition. It comes with genuine Honda topbox, Oggy knobs, books and full service history. If you are looking for classic looks with modern bike reliability this is for you. Better Bikes Sydney. ACX40. TA615829.

02 8279 7162

\$9,990



KTM 1190 ADVENTURE

2015 Plus - Free Crash Bars and Factory Panniers! PROCYCLES. KTM1190ADV2015000. TA623681.

02 8279 7198

\$25,490



SUZUKI GSX-R600

2013 This one owner GSX-R600 is like new in every respect and would suit a new bike buyer keen to save some serious dollars. Better Bikes Sydney. NPL06. TA608107.

02 8279 7162

\$10,990



KTM 1290 SUPER DUKE R

2015 Simply The Best V-Twin Superbike On The Market. PROCYCLES. KTM1290SDR2015000. TA623680.

02 8279 7198

\$26,490



KAWASAKI Z250SL ABS

2015 Kawasaki's latest addition to its aggressive Super naked Z series is the Z250SL. Powered by a 249 cm³, 4-stroke Single mounted in an original trellis frame. Motogo. S57. TA608327.

03 8373 7281

POA



TRIUMPH STREET TRIPLE

2013 Immaculate with Low Kms. PROCYCLES. ADQ98. TA623685.

02 8279 7198

\$11,990



KYMCO LIKE 200

2014 The Kymco Like 200 features the classic styling of a traditional 50 s era scooter, while possessing the exceptional performance quality of a frontrunner in the modern scooter industry. Motogo. OAG-AD-800622. TA591158.

03 8373 7281

\$4,290



KAWASAKI KX85 II MY14

2013 KAWASAKI KX85 BIG WHEEL! CLEARANCE SALE NOW ON!! BYRNNERS MOTORCYCLES PTY LTD. 650. TA518415.

03 8373 7213

POA



DUCATI 1198 S

2009 This 1198S is in immaculate condition with very low km's. It comes with full Termi exhaust, Ducati performance seat,fuel cap,carbon front guard, open clutch cover and more. Better Bikes Sydney. ZDMH704AA9B026534. TA615822.

02 8279 7162

\$15,990



SUZUKI INAZUMA 250

Brand New Lams Inazuma \$4,990 Ride away. BYRNNERS MOTORCYCLES PTY LTD. S73. TA617434.

03 8373 7213

\$4,990



SUZUKI GS500

2005 Suzuki's ultra reliable and learner approved GS500 has been around for ages and with good reason: easy to ride, small enough around town yet big enough for a weekend away. The bikes are simple and cheap to service, reasonably priced and with a solid resale. Better Bikes Sydney. OUW48. TA610434.

02 8279 7162

\$3,990



BMW F 700 GS

2015 Ex-Demonstrator. PROCYCLES. MXC04. TA623696.

02 8279 7198

\$12,490



BMW R 1200 R

2014 New 2015 R1200R Sport with Low Kms. PROCYCLES.
BMW R1200RSPORT150. TA623698.

02 8279 7198

\$23,490



SUZUKI GSX1300R HAYABUSA

2008 Still the one! After all those years in production the Hayabusa is still leading the pack. Sure, there are other fast bikes but none combine the smooth power delivery right through the rev range and outright stomp, with comfort, handling and reliability as good as a Busa. Better Bikes Sydney. NFQ27. TA610432.

02 8279 7162

\$10,990



SUZUKI DL650 V-STROM

Suzuki Brand New for 2015 V-Strom 650XT ABS. BYRNNERS MOTORCYCLES PTY LTD. S81. TA617497.

03 8373 7213

\$11,990



SUZUKI INAZUMA 250

2015 Whether it's to work or play, there's only one way to travel and that's the INAZUMA 250. It's stylish, comfortable and delivers super smooth power and performance. Motogo. S65. TA608364.

03 8373 7281

\$4,990 RIDE AWAY



SUZUKI GSR750

Brand new Suzuki GSR750 Runout special. BYRNNERS MOTORCYCLES PTY LTD. S83. TA617568.

03 8373 7213

\$10,990



KAWASAKI KX85

2013 Save on runout 2013 KX85 Motocross. Brand new bike, blow cost! Inspect now. FINANCE AVAILABLE T.A.P. Motogo. OAG-AD-424504. TA591167.

03 8373 7281

\$4,790



TRIUMPH SPEEDMASTER

2015 Looks Like New! PROCYCLES. MXC16. TA623695.

02 8279 7198

\$12,490



KAWASAKI 1400GTR ABS

2008 Our GTR1400 is in immaculate condition and is ready for some serious traveling. It comes with Vance and Hines pipe, taller screen, genuine Kawasaki topbox and genuine touring seat. Up to date service history. Better Bikes Sydney. NAH34. TA613648.

02 8279 7162

\$10,990



SUZUKI DL1000 V-STROM

2014 DL1000 Vstrom. Brand new run out, 1 only left at this price. Finance, freight and insurance avail, conditions apply. BYRNNERS MOTORCYCLES PTY LTD. S90. TA623479.

03 8373 7213

\$12,990



BMW C 600 SPORT

2012 The Best Maxi Scooter. PROCYCLES. NRZ19. TA623700.

02 8279 7198

\$9,990



SUZUKI DR650SE Dual Purpose

2015 Interstate Inquiries welcome, phone for quote on freight. BYRNNERS MOTORCYCLES PTY LTD. 91. TA518503.

03 8373 7213

\$6,950



TRIUMPH SPRINT ST

1999 Excellent Condition AND Fantastic Value At This Price! PROCYCLES. WUB17. TA622542.

02 8279 7198

\$4,490



SUZUKI V-STROM 650 ABS XT

2015 The all new V-Strom 650XT ABS is here to expand your field in adventure touring. The new V-Strom 650XT ABS has more adventurous styling with a new distinctive front beak. Motogo. S70. TA611416.

03 8373 7281

\$12,490 RIDE AWAY



SUZUKI VL250 INTRUDER

Brand new Cruiser, lams approved \$6,990 R/A. BYRNNERS MOTORCYCLES PTY LTD. S76. TA617442.

03 8373 7213

\$6,990



SUZUKI BURGMAN UH200

Utilising Suzuki's most advanced technology the Burgman 200 has got everything you need and more. The plush double stitched seating and specially designed cutaway floorboards provide a comfortable riding experience that is second to none. From the sleek elegant body styling to the powerful 200cc SOHC engine. Motogo. S63. TA608352.

03 8373 7281

\$6,290 RIDE AWAY



TRIUMPH ROCKET III ROADSTER

2015 Brand New Limited Edition Rocket X. PROCYCLES. TRIROCKET3X230000. TA623692.

02 8279 7198

\$25,680



SUZUKI DL1000 V-STROM

2014 Demo Suzuki DL1000 Vstrom Only 250 klms. Crash bars, touring screen and sticker kit fitted. save \$\$ off new price. BYRNNERS MOTORCYCLES PTY LTD. S91. TA623504.

03 8373 7213

\$12,990



YAMAHA XJR1300

2007 Great Condition! PROCYCLES. TET33. TA623672.

02 8279 7198

\$5,990



HUSQVARNA FE 350 Enduro

2014 In stock now! Mind blowing pace at half the effort! BYRNNERS MOTORCYCLES PTY LTD. 021. TA518309.

03 8373 7213

POA



BMW R 1150 RT

2002 Excellent Condition. PROCYCLES. ABN95. TA623693.

02 8279 7198

\$7,490



SUZUKI JR80

2015 Presenting the bike designed for young riders who have gone beyond their 'first' bike. The next-level JR80. The two-stroke engine has power to satisfy; Suzuki oil injection delivering optimum lubrication and removing the need for premixing of fuel. Motogo. 503186. TA608367.

03 8373 7281

\$2,590



BMW K 1300 S

2014 VERY RARE ex-Demonstrator. Save Big \$\$\$.

02 8279 7198

\$27,490



KYMCO VENOX 250

2013 LAMS/ LEARNER LEGAL V-TWIN 250 CC POWER CRUISER. INSPECT NOW. Motogo. S71. TA611420.

03 8373 7281

\$5,490 RIDE AWAY



HONDA NSR150SP

2001 This great little 2 stroke would make a great place to start your riding career. It is light, low to the ground and cheap to run. Our bike has been checked over by the workshop and apart from a small repair to the tank it is in outstanding condition. Better Bikes Sydney. VAH41. TA614516.

02 8279 7162

\$2,490



KAWASAKI ZX9R

1995 BUDGET BIG BORE SPORTS BIKE, OLD SCHOOL 90'S WIDE TANK SPORTS BIKE. PERFECT CHEAP WEEKEND BLASTER OR CUSTOM PROJECT BASE. INSPECT NOW, WE ARE LOCATED BAYSIDE ONLY 20 MINUTES FROM MELBOURNE CITY. Motogo. JKAZX2B13SA023512. TA619548.

03 8373 7281

\$3,490 + ORC



HARLEY-DAVIDSON SPORTSTER FORTY-EIGHT (XL1200X)

2010 The photos tell the story of this Australian delivered Forty-Eight. Owned by someone who knew what to do this bike has a tough look and will turn heads wherever you go. As you would expect with only 2500 kilometers the condition is like new and we have the owners book. Better Bikes Sydney. 48BIV. TA610440.

02 8279 7162

\$15,990



KAWASAKI 1400GTR ABS (K-ACT)

2013 SAVE THOUSANDS ON NEW 1400GTR ABS(K-ACT). DROP IN AND INSPECT, WE ARE LOCATED BAYSIDE ONLY 20 MINUTES FROM MELBOURNE CITY. The ultimate touring motorcycle - 1400GTR ABS Take one ZX-14 based 1400cm fuel-injected. Motogo. OAG-AD-565257. TA591202.

03 8373 7281

\$21,690 RIDE AWAY



KAWASAKI VULCAN 1700 VAQUERO ABS

SAVE OVER \$6000. On run out Vulcan 1700 Vaquero ABS. Call now to arrange a demo. Motogo. S69. TA610110.

03 8373 7281

\$19,990 RIDE AWAY



HUSQVARNA FE 501 Enduro

2014 In stock now. Everything about the FE 501 is about smooth, accessible and infinite power, from low-down all the way to the top of the rev range. Maximum performance is the main objective, and superior power is the way to get there. BYRNNERS MOTORCYCLES PTY LTD. 020. TA518329.

03 8373 7213

POA



BMW K 1300 S

2010 Factory Option Package. PROCYCLES. RJS96. TA623677.

02 8279 7198

\$14,490



SUZUKI JR80 Mini Bike

2014 Brand new in stock, current model now in stock. BYRNNERS MOTORCYCLES PTY LTD. 40. TA518462.

03 8373 7213

\$2,400



BMW F 800 R

2010 Great Value! PROCYCLES. MXC37. TA622547.

02 8279 7198

\$7,990



BMW K 1200 GT

2003 Factory Panniers. PROCYCLES. USW89. TA623673.
02 8279 7198

\$8,990



BMW R 1200 R

2014 Model. Low Kms. Fully Optioned. PROCYCLES. BMWR1220R20150000.
TA623697.

02 8279 7198

\$23,490



KAWASAKI KLR650

2013 Wherever the destination, whatever the distance, over any kind of terrain, Australia's favourite Adventure bike, the KLR650, is the motorcycle to get you there in style and comfort. Motogo. OAG-AD-551468. TA591181.

03 8373 7281

\$7,690 RIDE AWAY



APRILIA SR MAX 300

2013 Maxi Sport Scooter. PROCYCLES. AHP05. TA623675.

02 8279 7198

\$5,990



SYM MAXSYM 400I

SYM Maxisym 400i Scooter in mint condition. Ride away no more to pay. BYRNNERS MOTORCYCLES PTY LTD. S71. TA616017.

03 8373 7213

\$5,990



HARLEY-DAVIDSON SPORTSTER 1200 CUSTOM (XL1200C)

1996 This is a Sporty with a difference. It has been fitted with a Dyna kit, tank, guards and front end. With very low km's, Koni rear shocks and plenty of bling this bike stands out from the crowd. Better Bikes Sydney. RTN58. TA614519.

02 8279 7162

\$7,990



KAWASAKI KLX140 MY14

2013 SMALL WHEEL. Sale now on! Unbeatable prices guaranteed. We are located just 35 minutes from Melbourne's CBD. BYRNNERS MOTORCYCLES PTY LTD. 582. TA518545.

03 8373 7213

POA



HARLEY-DAVIDSON SPORTSTER 1200 CUSTOM (XL1200C)

1996 A custom build XL1200C that will turn heads wherever it shows up! The paint job is of show quality and the other work is of a high standard as well. Please refer to the pictures. For further question please give us a call or check it out here. The bike does not only look good but runs and rides excellent as well. Better Bikes Sydney. OAD11. TA608103.

02 8279 7162

\$19,990



SUZUKI DL650 V-STROM

2010 Lots of Extras. PROCYCLES. AMC91. TA622545.
02 8279 7198

\$7,490



KAWASAKI W650 (EJ650)

2002 This simply stunning one of a kind W650 is a show stopper. With show quality paint, Rizoma bar end mirrors, custom seat and aftermarket exhaust the looks and sound are second to none. Better Bikes Sydney. NHF44. TA613137.

02 8279 7162

\$12,490



BMW R 1200 GS

2012 Fully Optioned. PROCYCLES. BMW R1200GS 2012000. TA623671.
02 8279 7198

\$19,990



DUCATI S4RS

2007 Ducati's S4RS combines serious performance from the 998 Testastretta 4-valve engine with typically good Italian handling, unique looks and usable comfort. Our bike here has been loved and extras include "Rizoma" blinkers and mirrors, adjustable "Pazzo" levers and an open cover for the dry clutch. The bike had a comprehensive service including new belts done only 2000 kilometers ago. Better Bikes Sydney. CBK95. TA596493.

02 8279 7162

\$12,490



SUZUKI RM-Z250

Suzuki DEMO RMZ250 2015 like new, save \$\$\$ BYRNER'S MOTORCYCLES PTY LTD. S87. TA621089.

03 8373 7213

\$6,990



KAWASAKI W800 SE

2013 Save on this run out stock W800, classic style with new bike reliability and performance. Motogo. OAG-AD-320806. TA591189.

03 8373 7281

\$11,490 RIDE AWAY



SUZUKI BOULEVARD S40

Suzuki Brand new LS650 Cruiser Lams approved. BYRNER'S MOTORCYCLES PTY LTD. S80. TA617478.

03 8373 7213

\$7,990



KAWASAKI KX85 II

2013 Save on this run out 2013 KX85 'BIG WHEEL'. Cheap new motocross bike. Perfect for the rider making the step up from 4-stroke minis. Motogo. S74. TA615300.

03 8373 7281

\$5,190



BMW K 1200 RS ABS

2000 This low klm K1200RS is in outstanding condition. It comes with BMW panniers, topbox, books and service history. The tyres are almost new, this bike will not disappoint. Better Bikes Sydney. NKM94. TA613636.

02 8279 7162

\$7,990



SUZUKI DR-Z400E STREET LEGAL

2014 Yes, we offer very competitive finance and insurance packages, trade and deliver interstate regularly, usually a seven day turn around. Motogo. 115780. TA608348.

03 8373 7281

\$7,990 RIDE AWAY



URAL OUTFITS

2015 This Ural Ranger in the rare "urban camo" color scheme is guaranteed to turn heads where ever you go! If you are looking at this ad you will probably already know that the 2015 models come with an Electronic Fuel Injection (EFI), disc brakes on all wheels. Better Bikes Sydney. S195. TA606534.

02 8279 7162

\$22,200



SUZUKI DR650SE

2015 The DR650SE offers you the versatility of hitting the highways or raising the dust. And without compromise on either surface. Giving riders plenty of low-to-mid range torque, the DR650SE is powered by a 644cc, four-stroke, air-cooled engine, with Suzuki Composite Electrochemical Material. Motogo. S64. TA608360.

03 8373 7281

\$8,490 RIDE AWAY



KAWASAKI KLX140L

2015 Based on the KLX140, but with larger (19" Front and 16"Rear) wheels and more ground clearance, the 2015 KLX140L is the perfect bike for older kids and young adults, with just the right level of power, handling and attitude to raise the fun factor to MAXIMUM. Motogo. A17659. TA622596.

03 8373 7281

POA



SUZUKI DL650 V-STROM

Brand New Suzuki adventure Tourer, V-Strom Run out. BYRNNERS MOTORCYCLES PTY LTD. S79. TA617449.

03 8373 7213

\$9,990



KTM RC 390

2015 Model. PROCYCLES. KTMRC390201500000. TA623676.

02 8279 7198

\$7,495



SUZUKI BURGMAN UH200

Brand new Suzuki Burgman, 200cc. BYRNNERS MOTORCYCLES PTY LTD. S72. TA617429.

03 8373 7213

\$5,490



KAWASAKI NINJA ZX-6R 636

2015 Save on this as new Ex-Demo with super low KLMS. Call now to arrange an inspection or demo ride. Motogo. JKBZXJF10FA006690. TA591196.

03 8373 7281

\$14,990



HARLEY-DAVIDSON SPORTSTER 1200 CUSTOM (XL1200C)

2008 This numbered Anniversary Custom Sporty is an absolute stand-out! It is as new in every respect, has done only 1775 kilometers and sparkles like a piece of jewelry. Better Bikes Sydney. NCL48. TA610439.

02 8279 7162

\$14,490



SUZUKI GSF1250SA

SAVE \$2000 ON NEW BANDIT 1250SA ABS. POWER, COMFORT, STYLE AND SAFETY THE BANDIT 1250SA ABS HAS IT ALL. INSPECT NOW, WE ARE LOCATED BAYSIDE ONLY 20 MINUTES FROM MELBOURNE CITY. Motogo. 101166. TA608342.

03 8373 7281

\$12,290 RIDE AWAY



BENELLI TNT 1130

2012 If you want to own something a bit different to your mates then this Century Racer is the bike for you. With mid range power that will blow your mind and Italian style that you can just look at for hours. Our bike comes with carbon front guard, carbon belly pan, very low klm's, books and spare key. Better Bikes Sydney. AHF11. TA615825.

02 8279 7162

\$12,990



KAWASAKI VERSYS 650L

2013 LAMS approved. Sale now on! Unbeatable prices guaranteed. We are located just 35 minutes from Melbourne's CBD. BYRNER'S MOTORCYCLES PTY LTD. 600. TA518507.

03 8373 7213

POA



KYMCO LIKE 125

2015 FEATURES: 4 Stroke 125 cc Engine Full Size Scooter Front and Rear Disc Brakes Classic Styling Glove Box 12 Inch Wheels Colour Coded Top Box Flip Out Passenger Foot pegs. Motogo. AG-AD-187012. TA591152.

03 8373 7281

\$3,590 RIDE AWAY



HUSQVARNA FE 250 Enduro

2014 FE 250 Highlights: 249.9cc DOHC four-stroke engine with König bridged-box-type piston. BYRNER'S MOTORCYCLES PTY LTD. 035. TA518744.

03 8373 7213

POA



HONDA CB900 HORNET

2007 Possibly one of the best 'all-rounders ever built, the ever popular Honda CB900F Hornet combines sportsbike performance with streetfighter looks and a comfortable upright riding position. Great for commuting, touring or a Sunday blast through the hills. Motogo. OAG-AD-476656. TA591160.

03 8373 7281

\$3,990 + ORC



SUZUKI RM-Z250

Suzuki RMZ250 Demo, save \$\$\$, BYRNNERS MOTORCYCLES PTY LTD. S88. TA621100.

03 8373 7213

\$6,490



BMW R 1200 GS

2010 Ultimate All-Rounder in Excellent Condition. PROCYCLES. BWL46. TA623691.

02 8279 7198

\$16,990



SUZUKI DR-Z400E Dual Purpose

2015 This is the bike that, unlike any other, fits the description of a dirt-churning weapon. The bike that year after year rocks its rivals, this year comes loaded with high-tech ammunition. BYRNNERS MOTORCYCLES PTY LTD. 422. TA518350.

03 8373 7213

\$6,990



SUZUKI LS650 SAVAGE

1988 Get your licence in style on this Bobber with it's big stomping 650 cc single. We have just fitted two new tires, brakes front and rear and a great sounding turn-out pipe. Better Bikes Sydney. NP41A102773. TA611526.

02 8279 7162

\$6,990



KAWASAKI VULCAN 900 CLASSIC

2013 SAVE \$2000 ON RUN OUT VN900 CLASSIC. FUEL INJECTED, BELT DRIVE, WATER COOLED. INSPECT NOW, THIS PRICE IS FOR A LIMITED TIME ONLY. WE ARE LOCATED BAYSIDE ONLY 20 MINUTES FROM MELBOURNE CITY. Motogo. OAG-AD-704109. TA591191.

03 8373 7281

\$11,490 RIDE AWAY



CAN-AM SPYDER RT-S

2014 Here is a great chance for a savvy buyer who wants the latest and greatest Can-Am has to offer but save some serious money as well. This one owner bike can't be told apart from a new one, has a full service record. Better Bikes Sydney. AHP81. TA610437.

02 8279 7162

\$27,990



SUZUKI ADDRESS 110

2015 A lifestyle statement that says as much about your personality as where you want to go, this head-turning, street-smart all-rounder is more than just a stylish commuter. Motogo. 100083. TA617032.

03 8373 7281

\$2,990 RIDE AWAY



BMW S 1000 RR

2015 Our Immaculate ex-Demonstrator. PROCYCLES. AKM88. TA623688.

02 8279 7198

\$24,290



HUSQVARNA TE 450 2007, Genuine low kms. In excellent condition, serviced regularly. Front & rear tyres excellent. All original parts will go with bike, RYZ 30. NSW. DIY595963. 0418 686 585. **\$5,000**



HARLEY-DAVIDSON HERITAGE SOFTAIL CLASSIC (FLSTC) FLSE00A 2002, As new condition, Low kms. Just serviced, Screaming Eagle pipes, Power Vision tuner, Hi flow air filter, saddle bags & rack &issy bar bag, Fat Spoke rims. Miles of chrome & accessories, OPV-95. NSW. DIY599151. 0432 102 861. **\$19,500**



CHOPPER CUSTOM Hell bound Steel fury Custom Chopper 2006, Hardly ridden, excellent condition, always garaged. S & S engine, Vance & Heinz pipes, Brembo brakes, 260 rear. Custom paint. 340kms, 894GK. QLD. DIY620139. 0426 988 434. **\$23,000**



DUCATI 800 S2R MONSTER 2005, 4,790kms. Showroom condition. Must sell due to illness, so cannot ride again. Just been serviced, QPS 80. NSW. DIY605188. 0416 643 995. **\$7,900**



HARLEY-DAVIDSON ROAD KING CLASSIC (FLHRC) FLHRC 2009, ABS, elec cruise. New tyres. Extras incl hydraulic bike lifter. Excellent condition, IB 072. VIC. DIY599147. 0490 091 138. **\$18,990**



HARLEY-DAVIDSON DYNA WIDE GLIDE (FXDWG) 1993, Immaculate condition. 19th Anniversary model. 31,000 kms, no. SA. DIY599330. 0427 773 236. **\$16,000**



SUZUKI RM125 1985, Works Replica. The ultimate vintage motorcross, ready for the track. \$9,000 spent to be used racing or display at the office, RF-12A-108752. NSW. DIY605185. 0415 292 870. **\$7,500 Urgent regretful sale**



DUCATI SUPERSPORT 2005, In excellent condition. Factory red frame and new Staintune exhausts (original exhausts included in sale), 1J6FQ. VIC. DIY599476. 0418 545 368. **\$9,950**



HARLEY-DAVIDSON FAT BOY LO (FLSTFB) 96Q 2011, Screaming Eagle race tuner, Screaming Eagle air intake, black diamond pegs & grips, forward controls, lowered rear suspension, V&H short shot exhaust, new headlamp surround, full Willie G covers from front to back, CUB96. QLD. DIY599318. 0412 992 765. **\$29,990 ONO Reduced \$2,750!**



HONDA CRF150RB 2009, Hotcams camshaft. Full exhaust. Aftermarket valves. Clutch lever unbreakable. Hi comp piston. R/D power bowl (better accelerator pump). As new, .. QLD. DIY605182. 0409 721 164. **\$4,500 ONO**



HARLEY-DAVIDSON SHOVELHEAD 1969, Classic Chopper, Kick/electric start, 21" front wire wheel, extended forks, saddle bags, highway pegs, police speedo, S&S carby, lots of chrome, new battery, ready to ride. On Club Rego. 69FL13932.. VIC. DIY599143. 0414 722 732. **\$15,750 ONO**



HARLEY-DAVIDSON FAT BOY (FLSTF) FAT BOY 2003, "Immaculate". Rare collector's item, only 1000 made in this colour. Original 49,300 kms. Always kept inside, never ridden in rain. Fat Burleigh T-bars, stock exhausts - original mufflers, 465LY. NSW. DIY599311. 0410 131 333. **\$22,990 OR SWAP**



KTM 50 CC 2008, Pro Senior Six motorbike, .. QLD. DIY605181. 0409 721 164. **\$2,000 ONO**



HARLEY-DAVIDSON SPORTSTER 883 HUGGER (XLH) 1100 cc Sporster 1987, Show bike, hasn't been ridden much. Belt drive, triple disc brakes. Many extras as shown in photos, June 2015. QLD. DIY599128. 0435 371 974. **\$8,000**



HARLEY-DAVIDSON SPRINGER SOFTAIL (FXSTS) This is an honest reliable springer with a professionally built engine, comes with paper work, low kms and 12 months rego. Will trade for another bike. See more in web ad, 5HD1BLY185Y031283. QLD. DIY599156. 0412 133 831. **\$23,500**



YAMAHA TZR250 1989, Famous TZR 2 stroke. Cafe Racer. New Top end and clutch. Will put a smile on your face. 12mths Reg, QSZ 62. NSW. DIY599473. 0409 521 059. **\$3,100**



SUZUKI BANDIT 1250S ABS(GSF1250SA) 2008, Great bike always garaged in good condition with many extras plus Givi top box & panniers. Used only for touring. Yoshi pipe sounds awesome. Full service history. Heated grips, new tyres. 57,000 country kms, POP 70. NSW. DIY617343. 0409 521 059. **\$6,500**



HONDA CBR250RA SE Mugen Edition 2013, Immaculate condition. Mechanically/aesthetically A1! Factory Mugen exhaust. No time to ride. Regretful sale., OYM91. NSW. DIY599521. 0401 491 417. **\$5,200**



KAWASAKI ZX10R F1 Road Race sidecar 2004, This bike has been completely rebuilt with everything new, better and sexier. More fun than a bum load of smarties, no rego. NSW. DIY604343. 0412 747 371. **\$16,000**



MOTO GUZZI BREVA V1100 ST 2006, Reluctant sale my Guzzi Brevia 1100 bought new late 2006, always garaged under cover and ridden fine weather only. Just serviced, has all service history documentation, manuals & original keys. Michelin Pilots F & R fitted at 15,300km. Staintune pipe with kat-free crossover & sprint filter. Gloss black. Call for details or inspection, no joy rides, MGZ11. QLD. DIY599468. 0409 039 237. **\$9,000**



KAWASAKI VULCAN CLASSIC LT (VN2000J) 2008, Excellent condition. RWC lasts til 13 Jul 2015. Fatty Freeway bars. First registered 1 Jan 2009. One owner & rider, SUR42. NSW. DIY599479. 0478 144 860. **\$14,500 INC GST, ONO**

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NORTON 750 S TYPE COMMANDO 1970, Completely rebuilt, refurbished and registered. From bare metal, professionally rebuilt engine, re-sprayed and trimmed. Much admired, wonderful sound and beautiful to ride, 416GD. QLD. DIY599529. 07 4693 7032. **\$17,000**

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YAMAHA TDM850 1999, The Beast. Good condition too many extras to list. Ohlins, Arrow, Brembo, WC 583. QLD. DIY599477. 0431 266 960. **\$3,000 ONO**



DUCATI 748S 1998, 83,295kms. Termi exhaust. Rechipped. New cam belts, fuel pump & front tyre. Solo compliance for cheap Reg in QLD (\$270). Excellent value. (Unable to send email), ZDM1PB1RXWB006417. NSW. DIY599523. 0431 009 031. **\$6,500**



HARLEY-DAVIDSON ROCKER C (FXCWC) 2011, Hard to find, only done 3,500 kms, modifications seat, bars, pipes, paint, tuner kit, front guard, foot pegs, mo-flow air intake. Comes with saddle bags & all original parts. Regretful Sale, LEW12. NSW. DIY599146. 0429 205 161. **\$42,000 Open to Negotiation**



SUZUKI GS500 2003, LAMS approved. 32,500kms. 2nd owner since 2004. Always garaged. immaculate condition. Staintune muffler & tank bra. Also has standard exhaust & hand books. Great bike, easy to ride. Perfect learner's bike, UVJ 41. NSW. DIY624212. 0407 000 604. **\$3,500**



DUCATI 1198 2009, Set up for track use. Not a written off bike and could be registered. Motor 1,200km since build, very strong very fast. **TRACK / RACE READY**. Temi 70mm full system with slash cut mufflers, Olhins FGRT 815 forks, zdmh704aa9b024040. NSW. DIY605082. 0414 273 193. **\$15,000**



SUZUKI GLADIUS LAMS (SFV650) 2011, Perfect condition, very low km, barely rode - like new. Bike is professionally fitted with loads of extras including - ABM handle bars, ABM grips, 60mm AMB mirrors, Scorpion exhaust system, tidy tail. All original parts are included. Located in Adelaide, S93AJB. SA. DIY604459. 0420 519 428. **\$6,500**



SUZUKI GSX1400 2008, Country bike, gearsacks, Staintune, Givi. Good bike not thrashed, mature owner. No Joy rides, SVL 54. NSW. DIY599456. 02 6793 7426. **\$7,500**



DUCATI MS4R MONSTER 2008, Only 1 owner & log books. Modified stage 2 chip, Termignoni exhaust, intake, after market mirrors & new tyres, recently serviced & dyno to 130hp. As new condition! Rarely ridden, perfect for Monster race series, 2DMM417AA7B107046. NSW. DIY605068. 0415 604 126. **\$16,999 ONO**



SCORPION TRIKE 2009, 4,220kms. Excellent condition, very little use. 1390 GTI, Suzuki 71kw, EFI 16 valve in 4 cyl engine. 4 speed manual shift, Harley running gear. 180L top box. Presently in dry storage on Gold Coast, 581 DX. QLD. DIY604443. 0448 356 448. **\$20,000 massive price drop by 13000**



YAMAHA FZS1000 FZ1 2005, Genuine 7400 kms only. Stored in garage. Not used. Run every two weeks. Like new. Few blemishes to polished alloy bits from age. Well above average, just below new, 386 CU. QLD. DIY599455. 0438 099 072. **\$7,700**



BMW R 1200 GS ADVENTURE 2011, Bike has been well maintained. It is in immaculate condition & comes with log books, spare key & a full service history from Worthington BMW Kariong. Always garaged, never been in the rain, BMH57. NSW. DIY604531. 0419 287 233. **\$19,999**

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BMW R100 RS 1979, Great old honest tourer. Easy maintenance. Reliability plus, with a few modifications. Ignition, seating, brakes, discs. New tyres & battery. Good shocks, front springs. Reg 09/13, -. QLD. DIY599445. 07 5442 5165. **\$7,000 ONO**



TRIUMPH TSX BONNEVILLE 1983, Original classic Bonneville from a US collection this bike is in showroom condition. Only 35 original miles on the speedo. Full history, original receipts, Owners handbook, import docs, all available, 3BM0 33576. NSW. DIY604496. 0408 566 504. **\$16,000 Firm**



SUZUKI INTRUDER 1500 1999, New battery, good tyres. Leading link front end (inspected by NSW RTA on registration), park brake. 1996 Double HRD Sidecar in excellent condition, has screen & wet weather hood. Bike & sidecar color matched - P/H Only, JS1AL121300100479. NSW. DIY599467. 0428 727 639. **\$14,000**



BMW K 1200 CS 2001, 23,820kms. Panniers, topbox, sheepskin seat, tank bag. (Plus Elite Camper, many extras \$6,200), AP 638. VIC. DIY599439. 0428 786 315. **\$11,750 For bike**



TRIUMPH T140ES BONNEVILLE 1982, For the serious Triumph enthusiast, this Bonneville a US collection is in as new condition, NSW. DIY604494. 0408 566 504. **\$16,000 Firm**



KTM 530 EXC 2010, (last of the 530 models). 1 owner. New sticker kit, bar risers, FMF pipe + standard. Service history, Vic rec reg., 4367E. VIC. DIY623915. 0402 339 650. **\$7,200 ONO**



BMW K100 RS 1986, Only 71K original kms. Mechanically faultless, lovely all round condition & appearance. Full luggage set, all BMW, BYC46. NSW. DIY599396. 0468 331 816. **\$4,000**

PRIVATE BIKES FOR SALE

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TRIUMPH SPEED TRIPLE 1050 2006, Twin Staintunes + Werks low pipe. Heaps of extras and spares. Awesome looks, sound and ride., 125GF. VIC. DIY623611. 0402 339 650. **\$8,200 ONO**



APRILIA TUONO 1000 R 2002, Long rego and RWC. 45,000 kms. Sounds great! Will come with the standard muffler, bo398. VIC. DIY604362. 0403 553 567. **\$6,000 Neg**



SUZUKI GSX750F 1989, KATANA. Very reluctant sale, just reconditioned and dyno tested. A classic bike, some minor cosmetic work needed., JS1GR78A8L2100991. NSW. DIY604440. 0411 107 653. **\$3,000 FIRM**



SUZUKI BOULEVARD C50 (VL800) 2010, Deceased Estate - Well cared for bike, with saddle bags, custom seat. Cobra pipes (original seat & pipes inc in sale). All services completed & service book included, JS1BM111300102324. QLD. DIY622770. 07 4613 6970. **\$6,990**



HONDA GL1800A F6B 2013, Bought Sept 2013 & triked with a Motor Trike Raptor conversion in April 2014. Perfect for around-town, shorter trips or even a weekend getaway - Please call 0401 515 631, BQA51. NSW. DIY604359. 02 4943 9433. **\$45,500 Neg**



TRIUMPH SPEEDMASTER (865) cruiser 2007, Modified speedie with heaps of one off customised parts & high end aftermarket parts. Last of carby models, reg. QLD. DIY604434. 0487 799 938. **\$8,500 ONO**



TRIUMPH SPRINT GT SE 2015, 2015 Sprint GT SE. Comes with all the standard goodies plus slip-on exhaust, touring screen and 1" bar risers, A430U. TAS. DIY622767. 0412868221. **\$14,500**



BMW R 1200 GS 2005, Great Adventure Tourer, recently serviced, new rear tyre. Cruise control. Road ready for that big trip. New clutch, Tyres, Oil & filter, S16ALV. SA. DIY604442. 0419 850 399. **\$12,000**



YAMAHA WR450F 2007, This is a great bike set up with Paul Baerick MPE Suspension, Radiator Guards and Universal Bars. It comes with a big box of spares including original headlight, DEP Race Pipe with header & manual. A New Wiseco Piston & rings were fitted 300Km ago & valves recently checked. Ready for the trails & ready to sell, 853AL. QLD. DIY604398. 0409 630 733. **\$5,750**



YAMAHA ROYAL STAR XVZ1300A 1996, Great condition. Good looking bike, S30 ATU. SA. DIY622652. 0447 020 988. **\$6,000**



SUZUKI GSX-R750 1985, Slabside. The bike has just concluded an 18-month restoration process professionally undertaken by Allbikes at Slacks Creek, Brisbane. The bike is mechanically A1 & is ready to ride, 85GX. QLD. DIY604306. 0419 644 599. **\$9,990 NEG**



CHOPPER CUSTOM Pro Street 2013, Custom award winning Pro Street Choppers. Black bike, 120 cube motor, 26 inch front, 300 rear. Plenty of money, Candy Apple Green performance machine everything. 127 cube motor, FSD pipes, Jesse James guards and tank. Won't disappoint. Super loud, super tough!!!!!! CHOPT. QLD. DIY604366. 0414 232 496. **\$65,000**



HONDA VT750C2 SHADOW CUSTOM 1996, VT1100C2 (Ace Shadow Sabre Cruiser) Classic American edition. Great cruiser, comfortable & ultra reliable, XKE 59. NSW. DIY621206. 02 6331 7339. **\$5,100 ONO**



KAWASAKI NINJA ZX-10R 2004, Once in a lifetime opportunity to own a truly desirable one-off pro custom streetfighter! If you have EVER wanted to own the ultimate custom bike - THIS IS IT!, 594IU. QLD. DIY604297. 0478 408 933. **\$35,000 Open to Offers**



YAMAHA YG1 1964, 80cc. Beautiful, classic and stylish cafe racer. Lovely example for collector or enthusiast. Newport, N/A. NSW. DIY604364. 0428 032 468. **\$6,500 ONO**

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PRIVATE BIKES FOR SALE



HARLEY-DAVIDSON ROAD KING CLASSIC 1584 (FLHRC)
FLHRC

2008, Great bike for sale to to health reasons. Factory saddle bags & top box with back rest. Reg 09/15. No tyre kickers please, FLH84. NSW. DIY623634. 0411 012 473. **\$16,000**



HONDA C50

"Barn Find" - suit restoration or as theming piece for dealer or retail store, .. NSW. DIY623223. 0403 600 027. **\$1,250**



KAWASAKI Z1RMark 2

1980, One owner since new. Still has original hand book, tool kit. Emergency kick start pedal bolted under seat. RWC no Reg, VIC. DIY623393. 0418 374 835. **\$15,000 ONO**



SUZUKI GT550J Model to A Model

1972, 5 Suzuki GT550's 3 cyl roadbikes & a 1968(?) Yamaha YG1. GT550's vary from 'J' Model to 'A' Model. Very extensive range of new & used parts, Too much to list here. YG1 also has extensive parts for it. Aging owner looking for a later model (Carby) Ural & Sidecar. Sell as collection only. Michael. 03 6394 7666. Phone only, leave details & I'll call you back, Various. TAS. DIY619415. **\$9,999 Neg**

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YAMAHA YZF1000F 1996, S746. TA623794



KAWASAKI ER-6 2006, S750. TA623796



KAWASAKI ZR750 2009, S748. TA623795



YAMAHA XVS250 2008, S744. TA623793



SUZUKI VZR1800 M109R 2006, S742. TA623792



KAWASAKI VN1500 1995, S739. TA623789



SUZUKI VL800 2008, S737. TA623787



SUZUKI GSX1300R 2011, S735. TA623786



YAMAHA FZ6-N 2008, S733. TA623785



YAMAHA FZ-1 2009, S731. TA623784



HONDA CBR600F 1998, O. TA623775



HONDA CBR1100XX 2001, O. TA623778

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SUZUKI GT550 1975, 2 stroke triple Cafe Racer. all rebuilt, everyday rider.... MINT. S170. TA584260. **\$8,750**



KAWASAKI KX500 2001, 2 stroke Motocross late model hard to find in this condition, watch the video on www.ldr.net.au. S207. TA617042. **\$4,950**



HONDA ATC250 R 1985, 2 stroke 250cc racing trike. S131. TA544022. **\$3,900**



SUZUKI RM500 1981, 5 speed. RIDES LIKE A BRAND NEW BIKE. completely rebuilt ready to race. www.ldr.net.au for more photos video and details of this bike. S58. TA490471. **\$7,950**



HONDA ATC200 X 1984, Model. Honda's 4 stroke racing trike. DDR MOTORCYCLES - 07 3073 8298. S129. TA544020. **\$2,950**



HONDA XR500R 1983, Classic Enduro 4 stroke, watch it running in the video on www.ldr.net.au. S208. TA617043. **\$3,200**



HONDA CB550K 1977, ONLY 6000 mile. NOT RESTORED... This is Original. S211. TA624275. **\$8,900**



HONDA CR500R 1984, Aircooled VMX Motocross, all our bikes have video clips on www.ldr.net.au. S203. TA617036. **\$3,950**



HONDA CR500R 1990, VMX Motocross watch it going in the video on www.ldr.net.au. S205. TA617040. **\$4,700**



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price includes 12 mths reg
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VBKFRA405EM202380. TA624661.
\$11,200



KTM 125 SX

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VBKMXH239EM105685. TA624569.
\$8,890



HARLEY-DAVIDSON ULTRA LIMITED ELECTRA GLIDE (FLHTK)

2014, New condition, great tourer, shop
owner's personal bike, changing over to new
2015 model.
1L3IJ. TA546909.
\$29,990



HARLEY-DAVIDSON CVO LIMITED (FLHTKSE)

2014, Brand New, heated seat, heated grips
and all the CVO extras! including
the 110ci SE motor.
Call for special price.
5HD1TENG5EB960254. TA603954.
\$50,995



KAWASAKI VULCAN 1700 VAQUERO ABS

2012, New Condition, only 1972km,
Radio, Hard Panniers.
1N3XB. TA535163.
\$17,990



HARLEY-DAVIDSON HERITAGE SOFTAIL CLASSIC (FLSTC)

1994, Windscreen, panniers, Sissy bar, tool
bag, great condition for bike's age and kms!
NO. TA577086.
\$13,790



HARLEY-DAVIDSON SPORTSTER 883 CUSTOM (XL883C)

2006, H.D Slip-on mufflers, H.D hard
saddlebags, quick release screen, toll bag,
sissy-bar & rack, Breather Kit, Red Pearl.
EY480. TA532168.
\$10,990



HARLEY-DAVIDSON HERITAGE SOFTAIL CLASSIC (FLSTC)

2009, 12 Apehangers, Excellent condition,
good tyres.
S05-AGO. TA616637.
\$22,995



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\$9,295



HUSQVARNA TC 85 TC85LW
2014, TC85 Big Wheel. S26. TA543333.
\$6,490



HUSQVARNA FE 250
2014, RUNNOUT SALE. S20. TA488523.
\$10,995



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\$6,490



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Free Training Wheels Inc.... S34. TA554589.
\$1,595



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CENTRAL COAST VINTAGE MOTORCYCLE CLUB

Motorcycle-only swap meet, Doyalson RSL car park, Pacific Hwy. Sunday **September 20**. Sellers 5am, buyers 6am. Sites \$15, \$3 entry for buyers. No glass or dogs. Phone Allan 4396 7187.

WAGGA CLASSIC MOTORCYCLE RALLY

The Griffith Classic Motorcycle Club is hosting the Wagga Classic Motorcycle Rally on **October 10-11**. Saturday includes short and long rides, lunch, trophy presentation during dinner. Sunday: short ride day. Phone Ray 0429 353 683. raybirchall@bigpond.com

ROYAL ENFIELD CLUB OF AUSTRALIA

INC – SYDNEY Meetings **first Tuesday every month** at Newington Hotel Stanmore Road between Petersham and Stanmore 7.30pm.

POLISH MOTORCYCLE SOCIAL GROUP, SYDNEY

All types of bikes welcome, no attitudes, just social rides **every Saturday or Sunday morning** for Polish-speaking riders. Phone J.J. on 0410 487 696 after 10:30am or Waldek on 0403 280 385

DUAL SPORT MOTORCYCLE RIDERS ASSOCIATION (DSMRA)

PO Box 825, Hornsby, NSW 2077. Website for all Australian areas, updated regularly, see www.dsmra.asn.au for details and contacts or call Ian Gesch (02) 6262 7162.

SOUTHERN CROSS CRUISER CLUB

For all Jap & Euro cruiser bikes/trikes. Rides every Sunday, BBQs & events. Meetings **last Wednesday every month**. Ring Noel (02) 9623 3826 or Mario 9774 3791 or www.southerncrosscruiserclub.com

GIRLS RIDE OUT Invitation to all women, friends and family for social rides. We encourage "L" and "P" plate riders to join us. We look forward to seeing new and familiar faces. For details: www.girlsrideout.com or call 0410 247 071.

HISTORIC RACING REGISTER FOR MOTORCYCLES AND THREE WHEELERS

Promotes pre-1962 motorcycle racing (road). Three open historic events plus club events each year – Oran Park, Eastern Creek, Wakefield Park, dates to be advised. Ph David Morgan A/H (02) 9624 1976.

HONDA RIDERS CLUB OF AUSTRALIA

Cycle City, Blakehurst Chapter. Ride days **first Sunday each month**. Phone Brett A/H (02) 9502 3014 for details.

HUNTER DUCATI OWNERS GROUP

(Hunter DOGs). Social riding for all Hunter Ducati Owners and their friends. Contact: President: Brett 0405 768 806 or ride co-ordinator Stuart 0422 671 517. Regular ride days **third Sunday each month**. Meet at The Oaks Cafe, Freemans Waterhole 9.30am for 10am ride start. Website www.hunterdog.org.au

KAWASAKI GPz900R OWNERS CLUB

southerncrossgpz900owners@yahoo.com

NORTHERN BEACHES SCOOTER CLUB

Conducts monthly rides on the **third Sunday of the month**. The rides depart from Scooter Central, 551 Pittwater Road, Brookvale at 9am with a

coffee stop. Ride destinations vary from Palm Beach, Bondi, Balmain, La Perouse, etc. No fees and everyone is welcome, including learners.

www.scootercentral.com.au or phone Tony (02) 9938 5858.

NORTHERN DISTRICTS DUCATI OWNERS CLUB INC.

Where passion and enthusiasm for Ducati motorcycles, both old and new, come together in the Hunter! The original Ducati Owners Club in the Hunter. Monthly social rides start at 9am from Freeman's Waterhole, **first Sunday of every month**. Everyone welcome, all riders catered for. www.nddoc.org.au P.O.Box 5059, Dora Creek, NSW 2264.

POST CLASSIC RACING ASSOC. OF NSW

We run relaxed and affordable road racing for historic and modern sidecars, P4, P5, P6, pre-modern, GP bikes, motolite, buckets and commuter lites. www.postclassicroacing.com.au For more information call Troy, 0429 806 346.

SOCIAL RIDERS – HUNTER VALLEY

Weekend trips away, day trips, etc. No members, just social riders. Further enquiries phone Blacky 0402 358 476 or Pagey (02) 4938 5360.

TAMWORTH MOTORCYCLE CLUB

PRACTICE DAY & CLUB DAY One day held each month. For enquiries and further information phone Craig (02) 6765 4056, Paul (02) 6746 5653 or Steve (02) 6785 17482.

VINTAGE JAPANESE MOTORCYCLE CLUB INC

would like to invite all riders and enthusiasts of older Japanese bikes on monthly rides. For details and Area Reps, contact Yvonne on (02) 4973 1852. PO Box 562, Morisset 2264, or visit www.vjmcoz.org

SYDNEY MOTORCYCLE CLUB

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VICTORIA

WODONGA LIONS CLUB

Border Bike Festival Motorbike Show & Shine to be held at Gateway Lakes on the Lincoln Causeway, October 25. All proceeds donated to local charities. For details go to www.MotorbikeShowAndShine.com

VINDURO (VINTAGE ENDURO) EVENTS

Non-competitive vintage enduro events for pre-1985 trail and enduro bikes. Relaxed atmosphere and heaps of fun. Email: vinduro.victoria@gmail.com or phone 0422 299 003

ROYAL ENFIELD CLUB of AUSTRALIA

INC. Enthusiasts/owners of Royal Enfields in Australia are invited to join this club. Join over the web at: www.recoainc.com Postal members send SSAE to PO Box 4075, McKinnon, Vic 3204 Phone 0411 770 225. Membership is \$30 p.a.

NORTHWESTERN MOTORCYCLE CLUB

INC welcomes all makes and models. Club meets **first Monday of the month, except January** at the Northern Club, Mount Alexander Road, Moonee Ponds at 7.30pm. We attend day and half day rides, camping weekends & social events. Phone Graeme

0409 869 006 for more info, or write to Secretary, PO Box 370 Moonee Ponds Victoria, 3039.

AUSTRALIAN MOTORCYCLE TRAIL RIDERS ASSOCIATION (AMTRA)

A social, non-competitive trail riding club offering weekend rides for all levels of riders. Monthly meetings held on **last Wednesday of each month** at St. David's Church Hall, 1111 Doncaster Road. Doncaster East from 8pm. New members welcome. Enquiries: (03) 9513 8330, www.amtra.com.au

ALLIES MOTORCYCLE CLUB BENDIGO

INC. PO Box 474 Golden Square 3555. This is the best social riding club in Central Victoria with club rides on the **3rd Sunday of each month**. All types of bikes welcome. No attitudes. Join us every Saturday morning at 10am for coffee at the Empoli Café, High St Bendigo, opposite the Yamaha dealer. Contact Bob on (03) 5449 6084 or Wizza on 0407 065 346 or email: alliesmc@impulse.net.au

DUCATI OWNERS CLUB OF VICTORIA

A social club introducing Ducatis to others with a like passion. Club rides, track days and monthly meetings at Bell's Hotel, Moray St, South Melbourne. **2nd Tuesday of each month**. New members most welcome. PO Box 16, Box Hill 3128 or email jyoung2@kpmg.com.au

FORGOTTEN ERA RACING Historic Winton and the Southern Classic Historic racing welcomes period 5 solos and side cars. Contact Secretary (03) 9888 5297 or Email secretary@hmrav.org or post 184 Through Rd, Camberwell 3124.

KAWASAKI Z OWNERS CLUB Monthly meeting **3rd Tuesday of the month** 7pm, Fairfield/Alphington RSL, Railway Pace, Fairfield. All welcome. www.zowners.com.au or sec@zowners.com.au PO Box 69 Brunswick West 3055 Vic. Ph: 0400 052 598.

MELBOURNE CHRISTIAN

MOTORCYCLING CLUB. **1st Saturday of the month** full day, ride departing 9am. **3rd Saturday of the month** half day, ride departing 1pm. Club hotline Ph Lindsay on (03) 9712 0481 or 0418 574 005.

POCKET RACING BIKES, VICTORIA

Practice Race meet **every fortnight Wednesday**. Fun for all ages, 7 to 60! Contact Danny on (03) 9752 9880 or 0427 082 869. Indoor Pocket Racing 9.00pm. Email: pocket.racing.bikes@gmail.com

POLISH SPEAKING MOTORCYCLISTS

MELBOURNE Monthly Victorian ride, annual interstate one. Social rides for Polish speaking riders. Contact Maria on 0419 300 506 or Email maria.m@bigpond.net.au

TRIUMPH OWNERS MOTORCYCLE CLUB

AUSTRALIA INC. PO Box 257, Belgrave, 3160. www.tomcc.cjb.net. For meeting details please contact the website or PO Box Melbourne. Membership enquiries ONLY 0438 733 299. Please no calls after 9pm. NSW (02) 6947 1791.

VICTORIAN STREET MOTARD RIDERS

PO Box 940, Benalla 3672, Vic. We are a web-based club, with the site being the only Supermotard-specific interactive forum Victorian based and are currently running a series of Track/



Practice days at GPTC Grand Prix Training Centre, McDonalds Rd, South Morang, Vic, **fortnightly Saturdays** from 10am through into summer. More info can be obtained from Murray 0401 255 450 or logging onto www.vsmr.net

VICTORIAN POCKET BIKE

ASSOCIATION. www.upba.com.au. Practice race meet **every fortnight Wednesday** start at 6pm onwards! Pocket bike & mini motards. Ph: Wazza 0412 907 646 or Danny 0427 082 869.

QUEENSLAND

HONDA SOHC 750/4 CLUB

Living in the 70s Classic Motorcycle Show, **September 12**, at Team Moto Honda. 68 Moss St, Springwood. Featuring Japanese bikes from the 70s. All pre-1985 Japanese bikes welcome. Registration on the day. Starts 8.30am. Phone (07) 3800 3946.

HISTORICAL MC CLUB OF QLD

Enjoy a family fun day and hundreds of bikes at the Ray Owen Motorcycle Show, at the Canungra Showgrounds, Sunday May 17. All welcome. Call Mike Hannan for details on 0414 261 538.

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Southern Cross Association (FTC) Inc. is a not-for-profit organisation raising money for Children's Charities members Australia wide. Social rides and rallies. Friday night social meet for dinner and drinks at SCA, 72 Sturges Street, Hermit Park, Townsville. All welcome. Contact John McCulkin 0412 034 518 or visit www.southern-cross-asssocation.org.au

ROYAL ENFIELD CLUB of

AUSTRALIA INC – BRISBANE RIDE

Third Sunday every month. For more information contact Mike: 0410 457 769

LOGAN CITY CHAPTER EASYRIDERS

AUST. SMC A Social Club for motorcyclists based in and around Logan, Queensland.

Please check out our website at www.easyridersaustralianloganchapter.webs.com.

Social meet monthly Greenbank Sports Club on the **1st Saturday of the month.** Contact via email: logan.era@bigpond.com

ULYSSES CLUB – LOGAN CITY BRANCH.

Welcomes riders and partners over 40. General meeting **1st Tuesday of month** at 7.30pm sharp. Meetings are held at the Moss Street International Hotel. Rides are conducted on every second Sunday. Full details are available on our website at www.loganulysses.com Ph Gadget 0408 252 291 or Clarkie 0423 377 706 or email loganulysses@yahoo.com.au

SOUTH AUSTRALIA

METHUSELAH MC TOURING CLUB

Are you aged 60-plus? Do you still actively ride? The Methuselah Motorcycle Touring Club may be for you. The MMTC is a South Australian road riding social club. Bikes at least 500cc. Phone Geezer on 0498 624 350 or email prab1@bigpond.com

KAWASAKI Z OWNERS CLUB SA Monthly meeting **3rd Tuesday 7.30pm** Jolly Miller Hotel,

Adam St, Hindmarsh. Club ride following Sunday. New members or just interested welcome. For more information visit www.zownerssa.com.au or ph: 0412 179 436.

LEVIS MOTORCYCLE CLUB The oldest Affiliated Motorcycle Club in SA. Meetings held on **second Tuesday each month** at Acusa Park, Harrogate near Nairne in the Adelaide Hills. We host Dirt Track, Historic and Modern MotoX events, and Reliability Trials Events and Trail Rides. A junior training area is provided, and fully catered including breakfast is also available. Contact: Murray on 0407 350 290. For more information visit: www.levismcc.asn.au

ROTARY CLUB OF GAWLER LIGHT Motorcycle expo and swap meet at the Gawler showgrounds, Princes Park, Nixon Terrace. November 12. Attractions include stunt riders, burnout demos and trade stalls and displays. \$8 adults, kids under 16 free. Go to GawlerLightRotary.org.au for details.

NORTHERN TERRITORY

BLOODY IDIOTS MOTORCYCLE CLUB

Social club specialising in short, day rides around Katherine. Meeting point is Kirbys Back Bar in Katherine Terrace. For more information contact Vincent on (08) 8971 7288.

WESTERN AUSTRALIA

HISTORIC COMPETITION M/C CLUB OF WA www.historicracing.asn.au General meetings **3rd Wednesday of the month** at Old Caversham Track off Harrow Road, Caversham (see website for map details).

KAWASAKI Z OWNERS CLUB OF WA

Meets every **2nd Sunday of the month.** Open to Z900-Z1000 plus all other Z series bikes. New

members welcome. For more information contact Owen on 0402 101 673 (223)

UNITED TRIKERS Australia wide 200-plus members' car and bike trikes, all welcome family fun. Meeting **3rd Sunday of every month.** For more information please contact Glen on (08) 9398 6062 or email trieb@bigpond.com.au

ROYAL ENFIELD CLUB of AUSTRALIA INC – WESTERN AUSTRALIA

Meetings **first Tuesday every month** at Narrogin Inn Armadale 7.30pm

NATIONAL

VINTAGE JAPANESE MOTORCYCLE CLUB (AUSTRALIA) INC Would like to invite all riders and enthusiasts of older Jap bikes on monthly rides. For area rep details please contact VJMC Membership, PO Box 254, Modbury North, SA 5092 or Mick Godfrey 0401 196 922 vjmcmembership@gmail.com or www.vjmc.org.au

ROYAL ENFIELD CLUB OF AUSTRALIA

Contact us for details of our next meeting. Owners of English and Indian Enfields welcome. Join free at: www.autos.groups.yahoo.com/group/RoyalEnfield-Club-Australia Postal members \$15 p.a. Send a stamped, self-addressed envelope to PO Box 4075 McKinnon VIC 3204.

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"COMING EVENTS" IS A FREE LISTING. TO BE INCLUDED IN THE LISTING, COMPLETE AND RETURN THIS FORM TO: AUSTRALIAN MOTORCYCLE TRADER, Locked Bag 12, Oakleigh, Vic 3166, phone: 1300 366 651, fax: (03) 9567 4100

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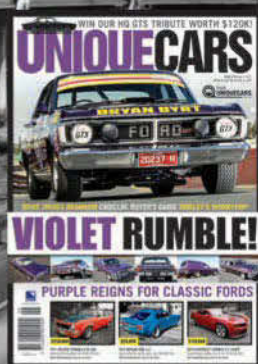
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(Please note! Description to be a MAXIMUM of 30 words). Your Club Notice will appear in the next available issue. The deadline for all Club Notices is the same as COLOUR and can be found on the Coupon Page.

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Motorcycle TRADER

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